

## **Appendix T**

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### Transportation Assessment for the Alternatives



## 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

**Ref:** J1388

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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

- 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:

- Alternative 1 – No Project: 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 low-rise 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.
- Alternative 6 – Residential Townhomes: 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 #3<sup>1</sup> 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,

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<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
<i>Market Rate</i>	661 units	751 units	-	587 units	-	751 units	479 units	250 units
<i>Affordable</i>	76 units	76 units	-	-	-	76 units	-	-
Hotel	180 rooms	-	-	-	-	-	117 rooms	-
<i>Hotel Retail</i> [a]	10,000 sf	-	-	-	-	-	6,500 sf	-
<i>Hotel Restaurant</i> [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	-
<i>Retail</i>	8,200 sf	18,200 sf	-	8,200 sf	8,200 sf	75,000 sf	5,330 sf	-
<i>Health Club / Gym / Spa</i>	14,500 sf	14,500 sf	-	14,500 sf	14,500 sf	25,000 sf	9,425 sf	-
<i>Grocery Store</i>	27,300 sf	27,300 sf	-	27,300 sf	27,300 sf	40,000 sf	17,745 sf	-
<i>Restaurant</i>	25,000 sf	35,000 sf	-	25,000 sf	25,000 sf	30,000 sf	16,250 sf	-
<i>Movie Theater</i>	-	-	-	-	-	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**

<b><i>Land Use Information</i></b>	<b>Mixed-Use Development Scenario</b>	<b>No-Hotel Development Scenario</b>
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
<b><i>VMT Analysis</i></b>	<b>Mixed-Use Development Scenario</b>	<b>No-Hotel Development Scenario</b>
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

Notes:

[a] Based on home-based production VMT.

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

**TABLE 3**  
**ALTERNATIVE 2 VMT ANALYSIS SUMMARY**

<b><i>Alternative 2 Information</i></b>	
<b>Alternative 2 Land Uses</b>	<b>Size</b>
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
<b><i>Alternative 2 Analysis</i></b>	
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

**Notes:**

[a] Based on home-based production VMT.

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

**TABLE 4**  
**ALTERNATIVE 3 VMT ANALYSIS SUMMARY**

<b><i>Alternative 3 Information</i></b>	
<b>Alternative 3 Land Uses</b>	<b>Size</b>
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
<b><i>Alternative 3 Analysis</i></b>	
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

**Notes:**

[a] Based on home-based production VMT.

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

**TABLE 5**  
**ALTERNATIVE 4 VMT ANALYSIS SUMMARY**

<b>Alternative 4 Information</b>	
<b>Alternative 4 Land Uses</b>	<b>Size</b>
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
<b>Alternative 4 Analysis</b>	
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

**Notes:**

[a] Based on home-based production VMT.

[b] The VMT Calculator is not designed to calculate VMT specifically associated with customer-serving 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**

<b><i>Alternative 5 Information</i></b>	
<b>Alternative 5 Land Uses</b>	<b>Size</b>
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
<b><i>Alternative 5 Analysis</i></b>	
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

**Notes:**

[a] Based on home-based production VMT.

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

**TABLE 7**  
**ALTERNATIVE 6 VMT ANALYSIS SUMMARY**

<b><i>Alternative 6 Information</i></b>	
<b>Alternative 6 Land Uses</b>	<b>Size</b>
Multi-Family Housing	250 units
<b><i>Alternative 6 Analysis</i></b>	
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

Notes:

[a] Based on home-based production VMT.

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

**TABLE 8**  
**ALTERNATIVES VMT IMPACT SUMMARY**

Scenario and Location	Peak Hour Significant Impacts							
	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**

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

***Attachment A***

***VMT Calculator Output***

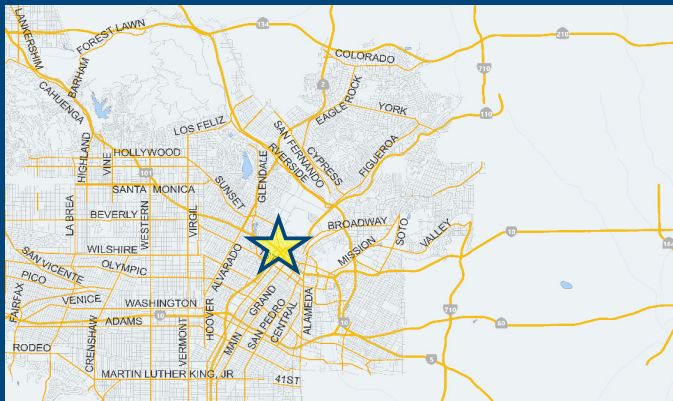
***Alternative 2  
Community Plan***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

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



## 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
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b> Transit	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b> Education & Encouragement	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b> Commute Trip Reductions	<input type="checkbox"/>	<input type="checkbox"/>
<b>E</b> Shared Mobility	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b> Bicycle Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
<b>G</b> Neighborhood Enhancement	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Calming Improvements: 25 percent of streets within project with traffic calming improvements <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Pedestrian Network Improvements: within project and connecting off-site <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		

## 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> Household VMT per Capita	<b>5.1</b> Household VMT per Capita
<b>8.4</b> Work VMT per Employee	<b>8.4</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 7.2 15% Below APC	<b>Household: No</b> Threshold = 7.2 15% Below APC
<b>Work: No</b> Threshold = 12.7 15% Below APC	<b>Work: No</b> Threshold = 12.7 15% Below APC

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	587	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	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
	High-Turnover Sit-Down 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
	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

Project and Analysis Overview

2 of 10



# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

Analysis Results			
Total Employees: 432			
Total Population: 1,323			
Proposed Project		With Mitigation	
6,557	Daily Vehicle Trips	6,557	Daily Vehicle Trips
41,966	Daily VMT	41,966	Daily VMT
5.1	Household VMT per Capita	5.1	Household VMT per Capita
8.4	Work VMT per Employee	8.4	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	1661	1661
		Actual parking provision (spaces)	980	980
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		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%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 17, 2020  
 Project Name: 1111 Sunset Boulevard  
 Project Scenario: Alternative 2 - Community Plan  
 Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

#### Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
<b>MAX. TDM EFFECT</b>		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 2 - Community Plan

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

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	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 Employee

Total Population: 1,323

Total Employees: 432

APC: East Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>6,708</b>	<b>6,708</b>
<i>Total Home Based Work Attraction VMT</i>	<b>3,622</b>	<b>3,622</b>
<i>Total Home Based VMT Per Capita</i>	<b>5.1</b>	<b>5.1</b>
<i>Total Work Based VMT Per Employee</i>	<b>8.4</b>	<b>8.4</b>



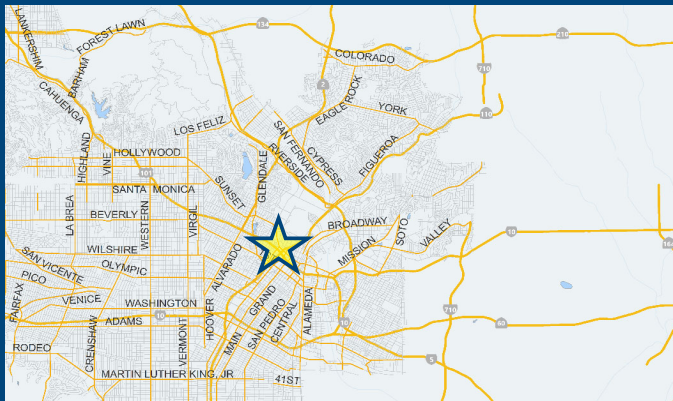
***Alternative 3***  
***Office Campus***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

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



## 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
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b> Transit	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b> Education & Encouragement	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b> Commute Trip Reductions	<input type="checkbox"/>	<input type="checkbox"/>
<b>E</b> Shared Mobility	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b> Bicycle Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
<b>G</b> Neighborhood Enhancement	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Calming Improvements: 25 percent of streets within project with traffic calming improvements <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Pedestrian Network Improvements: within project and connecting off-site <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		

## Analysis Results

Proposed Project	With Mitigation
<b>7,907</b> Daily Vehicle Trips	<b>7,907</b> Daily Vehicle Trips
<b>54,641</b> Daily VMT	<b>54,641</b> Daily VMT
<b>0.0</b> Household VMT per Capita	<b>0.0</b> Household VMT per Capita
<b>7.2</b> Work VMT per Employee	<b>7.2</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 7.2 15% Below APC	<b>Household: No</b> Threshold = 7.2 15% Below APC
<b>Work: No</b> Threshold = 12.7 15% Below APC	<b>Work: No</b> Threshold = 12.7 15% Below APC

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	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
	High-Turnover Sit-Down 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
	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

Project and Analysis Overview

2 of 10

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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 per Capita	0	Household VMT per Capita
7.2	Work VMT per Employee	7.2	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	1804	1804
		Actual parking provision (spaces)	1417	1417
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		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%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

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



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 3 - Office Campus

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

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

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
<b>MAX. TDM EFFECT</b>	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 3 - Office Campus

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	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

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-11.3%	0	0	-11.3%	0	0
Home Based Other Production	-11.3%	0	0	-11.3%	0	0
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 Employee

Total Population: 0

Total Employees: 2,774

APC: East Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
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

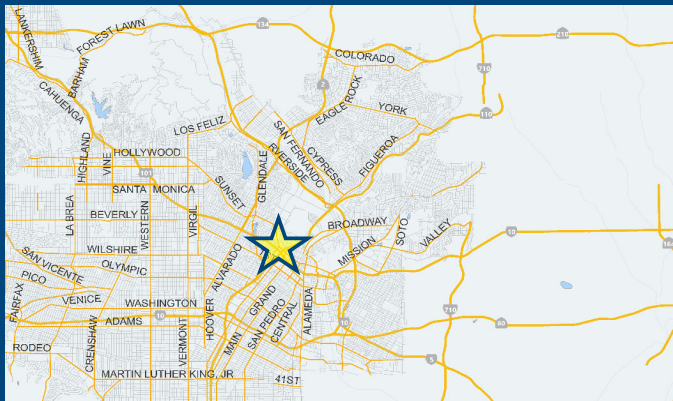
***Alternative 4***  
***Retail & Residential Campus***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** 1111 Sunset Boulevard  
**Scenario:** Alternative 4 - Retail & Residential Campus  
**Address:** 1111 W SUNSET BLVD, 90012



## 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
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b> Transit	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b> Education & Encouragement	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b> Commute Trip Reductions	<input type="checkbox"/>	<input type="checkbox"/>
<b>E</b> Shared Mobility	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b> Bicycle Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
<b>G</b> Neighborhood Enhancement	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Calming Improvements: 25 percent of streets within project with traffic calming improvements <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Pedestrian Network Improvements: within project and connecting off-site <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		

## Analysis Results

Proposed Project	With Mitigation
<b>10,853</b> Daily Vehicle Trips	<b>10,853</b> Daily Vehicle Trips
<b>68,821</b> Daily VMT	<b>68,821</b> Daily VMT
<b>4.9</b> Household VMT per Capita	<b>4.9</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 7.2 15% Below APC	<b>Household: No</b> Threshold = 7.2 15% Below APC
<b>Work: N/A</b> Threshold = 12.7 15% Below APC	<b>Work: N/A</b> Threshold = 12.7 15% Below APC

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 4 - Retail & Residential Camp

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	751	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	76	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	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
	High-Turnover Sit-Down Restaurant	30.000	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	900	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

2 of 10

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 4 - Retail & Residential Camp

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Analysis Results			
Total Employees: 473			
Total Population: 1,931			
Proposed Project		With Mitigation	
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 Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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



# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		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%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 17, 2020  
 Project Name: 1111 Sunset Boulevard  
 Project Scenario: Alternative 4 - Retail & Residential Campus  
 Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 4 - Retail & Residential Campus

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

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

#### Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
<b>MAX. TDM EFFECT</b>		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 4 - Retail & Residential Cam

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

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	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

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	<b>9,365</b>	<b>9,365</b>
Total Home Based Work Attraction VMT	<b>3,925</b>	<b>3,925</b>
Total Home Based VMT Per Capita	<b>4.9</b>	<b>4.9</b>
Total Work Based VMT Per Employee	<b>N/A</b>	<b>N/A</b>

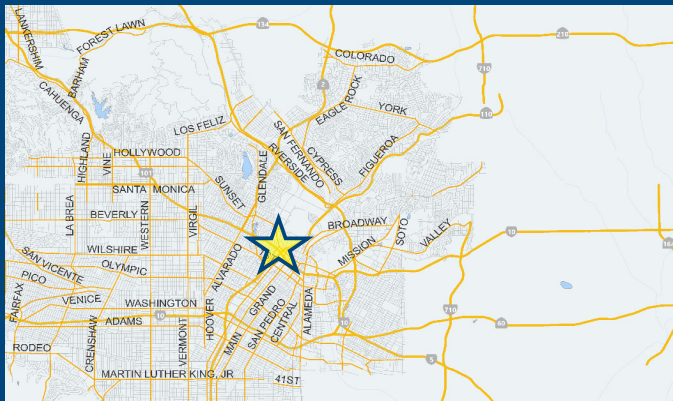
***Alternative 5***  
***Reduced Density***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

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



## 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
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b> Transit	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b> Education & Encouragement	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b> Commute Trip Reductions	<input type="checkbox"/>	<input type="checkbox"/>
<b>E</b> Shared Mobility	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b> Bicycle Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
<b>G</b> Neighborhood Enhancement	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Calming Improvements: 25 percent of streets within project with traffic calming improvements <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Pedestrian Network Improvements: within project and connecting off-site <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		

## Analysis Results

Proposed Project	With Mitigation
<b>5,873</b> Daily Vehicle Trips	<b>5,873</b> Daily Vehicle Trips
<b>37,460</b> Daily VMT	<b>37,460</b> Daily VMT
<b>5.1</b> Household VMT per Capita	<b>5.1</b> Household VMT per Capita
<b>8.5</b> Work VMT per Employee	<b>8.5</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 7.2 15% Below APC	<b>Household: No</b> Threshold = 7.2 15% Below APC
<b>Work: No</b> Threshold = 12.7 15% Below APC	<b>Work: No</b> Threshold = 12.7 15% Below APC

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



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 5 - Reduced Density

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	479	DU
	Townhouse	0	DU
	Hotel	117	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	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
	High-Turnover Sit-Down 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
	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

Project and Analysis Overview

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 5 - Reduced Density

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Analysis Results			
Total Employees: 378			
Total Population: 1,079			
Proposed Project		With Mitigation	
5,873	Daily Vehicle Trips	5,873	Daily Vehicle Trips
37,460	Daily VMT	37,460	Daily VMT
5.1	Household VMT per Capita	5.1	Household VMT per Capita
8.5	Work VMT per Employee	8.5	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	1429	1429
		Actual parking provision (spaces)	1097	1097
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		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%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 17, 2020  
 Project Name: 1111 Sunset Boulevard  
 Project Scenario: Alternative 5 - Reduced Density  
 Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

#### Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
<b>MAX. TDM EFFECT</b>		12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 17, 2020

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

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	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 Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	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

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>5,513</b>	<b>5,513</b>
<i>Total Home Based Work Attraction VMT</i>	<b>3,210</b>	<b>3,210</b>
<i>Total Home Based VMT Per Capita</i>	<b>5.1</b>	<b>5.1</b>
<i>Total Work Based VMT Per Employee</i>	<b>8.5</b>	<b>8.5</b>

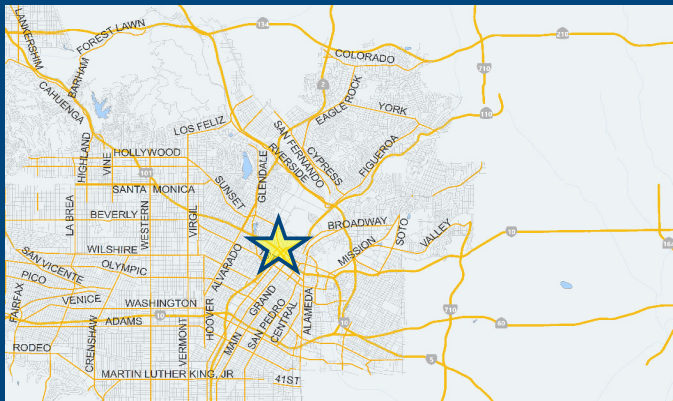
***Alternative 6***  
***Residential Townhomes***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** 1111 Sunset Boulevard  
**Scenario:** Alternative 6 - Residential Townhomes  
**Address:** 1111 W SUNSET BLVD, 90012



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	250	DU

## TDM Strategies

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

	Proposed Project	With Mitigation
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b> Transit	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b> Education & Encouragement	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b> Commute Trip Reductions	<input type="checkbox"/>	<input type="checkbox"/>
<b>E</b> Shared Mobility	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b> Bicycle Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
<b>G</b> Neighborhood Enhancement	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Calming Improvements: 25 percent of streets within project with traffic calming improvements <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Pedestrian Network Improvements: within project and connecting off-site <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		

## Analysis Results

Proposed Project	With Mitigation
<b>1,096</b> Daily Vehicle Trips	<b>1,096</b> Daily Vehicle Trips
<b>6,896</b> Daily VMT	<b>6,896</b> Daily VMT
<b>6.1</b> Household VMT per Capita	<b>6.1</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee

Significant VMT Impact?	
<b>Household: No</b> Threshold = 7.2 15% Below APC	<b>Household: No</b> Threshold = 7.2 15% Below APC
<b>Work: N/A</b> Threshold = 12.7 15% Below APC	<b>Work: N/A</b> Threshold = 12.7 15% Below APC

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 6 - Residential Townhomes

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	250	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	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

Project and Analysis Overview

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 6 - Residential Townhomes

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Analysis Results			
Total Employees: 0			
Total Population: 563			
Proposed 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 Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		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%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				



# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 17, 2020  
 Project Name: 1111 Sunset Boulevard  
 Project Scenario: Alternative 6 - Residential Townhomes  
 Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

#### Place type: Compact Infill

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
<b>MAX. TDM EFFECT</b>	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard  
Project Scenario: Alternative 6 - Residential Townhomes  
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	-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	0	-0.6%	0	0
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 Employee

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***

## ***Summary of VMT Analysis Results***

# ALTERNATIVES VMT IMPACT SUMMARY - WITH ALL TDM MEASURES

Scenario and Location	Peak Hour Significant Impacts							
	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***

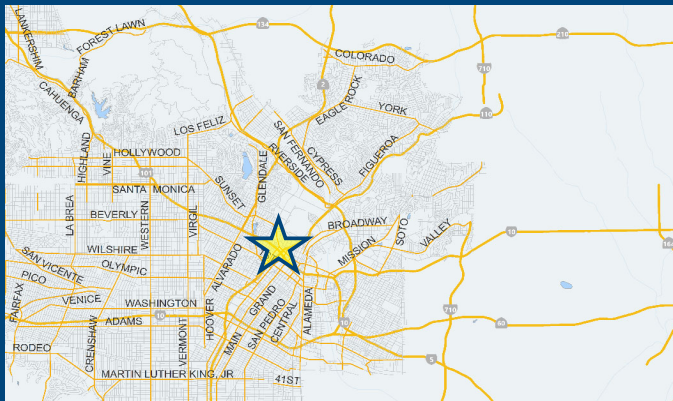


# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

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



## 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
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b> Transit	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b> Education & Encouragement	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b> Commute Trip Reductions	<input type="checkbox"/>	<input type="checkbox"/>
<b>E</b> Shared Mobility	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b> Bicycle Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
<b>G</b> Neighborhood Enhancement	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Calming Improvements: 25 percent of streets within project with traffic calming improvements <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Pedestrian Network Improvements: within project and connecting off-site <input type="checkbox"/> Proposed Prj <input checked="" type="checkbox"/> Mitigation		

## Analysis Results

Proposed Project	With Mitigation
<b>6,557</b> Daily Vehicle Trips	<b>6,112</b> Daily Vehicle Trips
<b>41,966</b> Daily VMT	<b>39,047</b> Daily VMT
<b>5.1</b> Household VMT per Capita	<b>4.3</b> Household VMT per Capita
<b>8.4</b> Work VMT per Employee	<b>7.1</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 7.2 15% Below APC	<b>Household: No</b> Threshold = 7.2 15% Below APC
<b>Work: No</b> Threshold = 12.7 15% Below APC	<b>Work: No</b> Threshold = 12.7 15% Below APC

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

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



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	587	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	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
	High-Turnover Sit-Down 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
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Analysis Results			
Total Employees: 432			
Total Population: 1,323			
Proposed Project		With Mitigation	
6,557	Daily Vehicle Trips	6,112	Daily Vehicle Trips
41,966	Daily VMT	39,047	Daily VMT
5.1	Household VMT per Capita	4.3	Household VMT per Capita
8.4	Work VMT per Employee	7.1	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	1661	1661
		Actual parking provision (spaces)	980	980
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$100
	Parking cash-out	Employees eligible (%)	0%	50%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		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%
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	Yes
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

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

#### Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	

### Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		13%	27%	13%	26%	13%	27%	13%	17%	13%	17%	13%	15%
<b>MAX. TDM EFFECT</b>		13%	27%	13%	26%	13%	27%	13%	17%	13%	17%	13%	17%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard  
Project Scenario: Alt 2 - Community Plan (w all TDM)

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

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	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

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	<b>6,708</b>	<b>5,655</b>
Total Home Based Work Attraction VMT	<b>3,622</b>	<b>3,086</b>
Total Home Based VMT Per Capita	<b>5.1</b>	<b>4.3</b>
Total Work Based VMT Per Employee	<b>8.4</b>	<b>7.1</b>

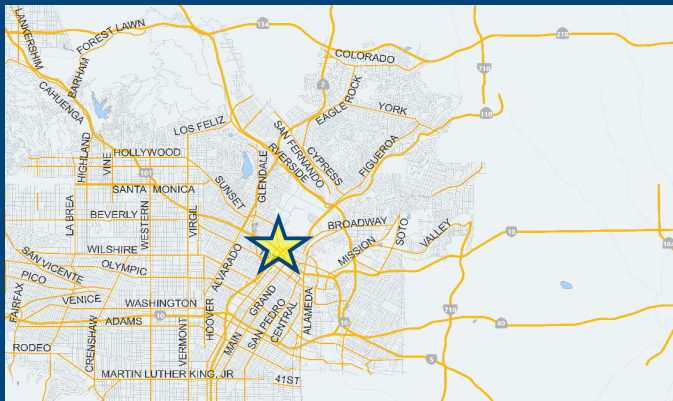
***Alternative 3***  
***Office Campus***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

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



## 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
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>(A) Parking</b>		
<b>(B) Transit</b>		
<b>(C) Education &amp; Encouragement</b>		
<b>(D) Commute Trip Reductions</b>		
<b>(E) Shared Mobility</b>		
<b>(F) Bicycle Infrastructure</b>		
<b>(G) Neighborhood Enhancement</b>		
<b>Traffic Calming Improvements</b> <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation <div>                     25 percent of streets within project with traffic calming improvements                      25 percent of intersections within project with traffic calming improvements                 </div>		
<b>Pedestrian Network Improvements</b> <input type="checkbox"/> Proposed Prj <input checked="" type="checkbox"/> Mitigation <div>                     within project and connecting off-site                 </div>		

## Analysis Results

Proposed Project	With Mitigation
<b>7,907</b> Daily Vehicle Trips	<b>7,327</b> Daily Vehicle Trips
<b>54,641</b> Daily VMT	<b>50,241</b> Daily VMT
<b>0.0</b> Household VMT per Capita	<b>0.0</b> Household VMT per Capita
<b>7.2</b> Work VMT per Employee	<b>6.1</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 7.2 15% Below APC	<b>Household: No</b> Threshold = 7.2 15% Below APC
<b>Work: No</b> Threshold = 12.7 15% Below APC	<b>Work: No</b> Threshold = 12.7 15% Below APC

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

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



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	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
	High-Turnover Sit-Down 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
	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

Project and Analysis Overview

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

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



Version 1.3

Analysis Results			
Total Employees: 2,774			
Total Population: 0			
Proposed Project		With Mitigation	
7,907	Daily Vehicle Trips	7,327	Daily Vehicle Trips
54,641	Daily VMT	50,241	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
7.2	Work VMT per Employee	6.1	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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



# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		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%
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	Yes
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

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

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	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%	

### 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
<b>COMBINED TOTAL</b>		11%	25%	11%	24%	11%	25%	11%	15%	11%	15%	11%	13%
<b>MAX. TDM EFFECT</b>		11%	25%	11%	24%	11%	25%	11%	15%	11%	15%	11%	15%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard  
Project Scenario: Alt 3 - Office Campus (w All TDM)  
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	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 with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-11.3%	0	0	-25.2%	0	0
Home Based Other Production	-11.3%	0	0	-25.2%	0	0
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 Employee

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

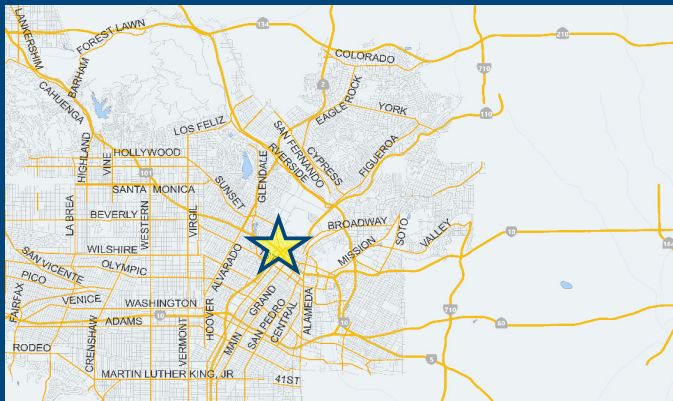
***Alternative 4***  
***Retail & Residential Campus***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** 1111 Sunset Boulevard  
**Scenario:** Alt 4 - Retail & Residential Campus (w All TDM)  
**Address:** 1111 W SUNSET BLVD, 90012



## 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
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>(A) Parking</b>		
<b>(B) Transit</b>		
<b>(C) Education &amp; Encouragement</b>		
<b>(D) Commute Trip Reductions</b>		
<b>(E) Shared Mobility</b>		
<b>(F) Bicycle Infrastructure</b>		
<b>(G) Neighborhood Enhancement</b>		
Traffic Calming Improvements: 25 percent of streets within project with traffic calming improvements <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Pedestrian Network Improvements: within project and connecting off-site <input type="checkbox"/> Proposed Prj <input checked="" type="checkbox"/> Mitigation		

## Analysis Results

Proposed Project	With Mitigation
<b>10,853</b> Daily Vehicle Trips	<b>10,174</b> Daily Vehicle Trips
<b>68,821</b> Daily VMT	<b>64,438</b> Daily VMT
<b>4.9</b> Household VMT per Capita	<b>4.1</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 7.2 15% Below APC	<b>Household: No</b> Threshold = 7.2 15% Below APC
<b>Work: N/A</b> Threshold = 12.7 15% Below APC	<b>Work: N/A</b> Threshold = 12.7 15% Below APC

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	751	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	76	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	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
	High-Turnover Sit-Down Restaurant	30.000	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	900	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

2 of 10



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Analysis Results			
Total Employees: 473			
Total Population: 1,931			
Proposed Project		With Mitigation	
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 Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	2638	2638
		Actual parking provision (spaces)	1141	1141
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$100
	Parking cash-out	Employees eligible (%)	0%	50%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		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%
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	Yes
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: 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



Version 1.3

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

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>	13%	27%	13%	26%	13%	27%	13%	17%	13%	17%	13%	15%
<b>MAX. TDM EFFECT</b>	13%	27%	13%	26%	13%	27%	13%	17%	13%	17%	13%	17%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

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

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	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

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	<b>9,365</b>	<b>7,895</b>
Total Home Based Work Attraction VMT	<b>3,925</b>	<b>3,344</b>
Total Home Based VMT Per Capita	<b>4.9</b>	<b>4.1</b>
Total Work Based VMT Per Employee	<b>N/A</b>	<b>N/A</b>



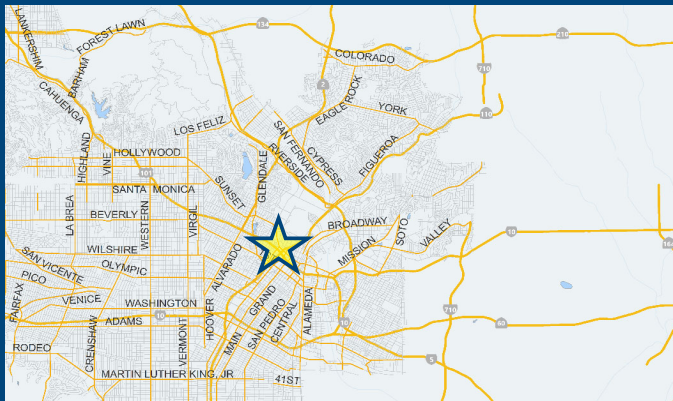
***Alternative 5***  
***Reduced Density***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

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



## 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
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b> Transit	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b> Education & Encouragement	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b> Commute Trip Reductions	<input type="checkbox"/>	<input type="checkbox"/>
<b>E</b> Shared Mobility	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b> Bicycle Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
<b>G</b> Neighborhood Enhancement	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Calming Improvements: 25 percent of streets within project with traffic calming improvements <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Pedestrian Network Improvements: within project and connecting off-site <input type="checkbox"/> Proposed Prj <input checked="" type="checkbox"/> Mitigation		

## Analysis Results

Proposed Project	With Mitigation
<b>5,873</b> Daily Vehicle Trips	<b>5,483</b> Daily Vehicle Trips
<b>37,460</b> Daily VMT	<b>34,913</b> Daily VMT
<b>5.1</b> Household VMT per Capita	<b>4.3</b> Household VMT per Capita
<b>8.5</b> Work VMT per Employee	<b>7.2</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 7.2 15% Below APC	<b>Household: No</b> Threshold = 7.2 15% Below APC
<b>Work: No</b> Threshold = 12.7 15% Below APC	<b>Work: No</b> Threshold = 12.7 15% Below APC

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

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



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	479	DU
	Townhouse	0	DU
	Hotel	117	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	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
	High-Turnover Sit-Down 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
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Analysis Results			
Total Employees: 378			
Total Population: 1,079			
Proposed Project		With Mitigation	
5,873	Daily Vehicle Trips	5,483	Daily Vehicle Trips
37,460	Daily VMT	34,913	Daily VMT
5.1	Household VMT per Capita	4.3	Household VMT per Capita
8.5	Work VMT per Employee	7.2	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	1429	1429
		Actual parking provision (spaces)	1097	1097
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$100
	Parking cash-out	Employees eligible (%)	0%	50%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		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%
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	Yes
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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



# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

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

#### Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	

### Final Combined & Maximum TDM Effect

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		12%	26%	12%	25%	12%	26%	12%	16%	12%	16%	12%	14%
<b>MAX. TDM EFFECT</b>		12%	26%	12%	25%	12%	26%	12%	16%	12%	16%	12%	16%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard  
Project Scenario: Alt 5 - Reduced Density (w All TDM)

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	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 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	-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 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	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

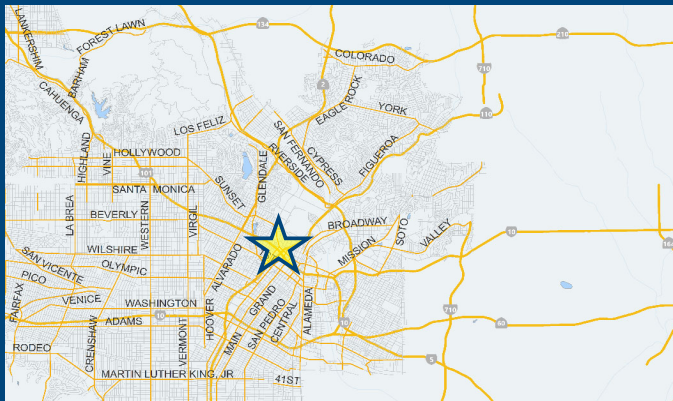
***Alternative 6***  
***Residential Townhomes***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** 1111 Sunset Boulevard  
**Scenario:** Alt 6 - Residential Townhomes (w All TDM)  
**Address:** 1111 W SUNSET BLVD, 90012



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	250	DU

## TDM Strategies

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

	Proposed Project	With Mitigation
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking		
<b>B</b> Transit		
<b>C</b> Education & Encouragement		
<b>D</b> Commute Trip Reductions		
<b>E</b> Shared Mobility		
<b>F</b> Bicycle Infrastructure		
<b>G</b> Neighborhood Enhancement		
Traffic Calming Improvements <div> <input type="checkbox"/> Proposed Prj                     <input type="checkbox"/> Mitigation                     <div>                         25 percent of streets within project with traffic calming improvements                     </div> </div>		
Pedestrian Network Improvements <div> <input type="checkbox"/> Proposed Prj                     <input checked="" type="checkbox"/> Mitigation                     <div>                         25 percent of intersections within project with traffic calming improvements                     </div> </div>		
within project and connecting off-site		

## Analysis Results

Proposed Project	With Mitigation
<b>1,096</b> Daily Vehicle Trips	<b>986</b> Daily Vehicle Trips
<b>6,896</b> Daily VMT	<b>6,211</b> Daily VMT
<b>6.1</b> Household VMT per Capita	<b>5.1</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 7.2 15% Below APC	<b>Household: No</b> Threshold = 7.2 15% Below APC
<b>Work: N/A</b> Threshold = 12.7 15% Below APC	<b>Work: N/A</b> Threshold = 12.7 15% Below APC

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	250	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	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

Project and Analysis Overview

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

Analysis Results			
Total Employees: 0			
Total Population: 563			
Proposed Project		With Mitigation	
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 Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$100
	Parking cash-out	Employees eligible (%)	0%	50%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				



# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		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%
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	Yes
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## 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



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

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

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>	1%	16%	1%	15%	1%	16%	1%	5%	1%	5%	1%	3%
<b>MAX. TDM EFFECT</b>	1%	16%	1%	15%	1%	16%	1%	5%	1%	5%	1%	5%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

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

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%	0	0	-15.3%	0	0
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 Employee

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						
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
Mvmt Flow	141	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	11.1	9.4	29.4
HCM LOS	B	A	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	130	80	603
LT Vol	0	130	0	0
Through Vol	81	0	0	603
RT Vol	0	0	80	0
Lane Flow Rate	88	141	87	655
Geometry Grp	2	7	7	2
Degree of Util (X)	0.135	0.271	0.137	0.858
Departure Headway (Hd)	5.5	6.908	5.689	4.715
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	523	634	760
Service Time	3.516	4.612	3.393	2.792
HCM Lane V/C Ratio	0.135	0.27	0.137	0.862
HCM Control Delay	9.4	12.2	9.3	29.4
HCM Lane LOS	A	B	A	D
HCM 95th-tile Q	0.5	1.1	0.5	10.2

**Intersection**

Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	
Conflicting Lanes Right	1	2	0
HCM Control Delay	17.2	18.4	16.9
HCM LOS	C	C	C

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	366	268	70	335
LT Vol	0	268	0	0
Through Vol	366	0	0	335
RT Vol	0	0	70	0
Lane Flow Rate	398	291	76	364
Geometry Grp	2	7	7	2
Degree of Util (X)	0.636	0.577	0.125	0.587
Departure Headway (Hd)	5.753	7.127	5.904	5.805
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	625	504	605	619
Service Time	3.818	4.889	3.666	3.873
HCM Lane V/C Ratio	0.637	0.577	0.126	0.588
HCM Control Delay	18.4	19.2	9.5	16.9
HCM Lane LOS	C	C	A	C
HCM 95th-tile Q	4.5	3.6	0.4	3.8

***Alternative 3  
Office Campus***

**Intersection**

Intersection Delay, s/veh	29
Intersection LOS	D





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	B	A	E

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
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	625	514	621	732
Service Time	3.775	4.731	3.511	2.966
HCM Lane V/C Ratio	0.141	0.368	0.14	0.908
HCM Control Delay	9.7	13.8	9.4	38.4
HCM Lane LOS	A	B	A	E
HCM 95th-tile Q	0.5	1.7	0.5	12.5

**Intersection**

Intersection Delay, s/veh	17.9
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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

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	17.4	19.1	17
HCM LOS	C	C	C





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	C	C	A	C
HCM 95th-tile Q	4.8	3.6	0.4	3.8

***Alternative 4***  
***Retail & Residential Campus***

**Intersection**

Intersection Delay, s/veh 23.2

Intersection LOS C





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	B	A	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	82	130	80	602
LT Vol	0	130	0	0
Through Vol	82	0	0	602
RT Vol	0	0	80	0
Lane Flow Rate	89	141	87	654
Geometry Grp	2	7	7	2
Degree of Util (X)	0.136	0.271	0.137	0.857
Departure Headway (Hd)	5.499	6.907	5.689	4.714
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	523	634	759
Service Time	3.515	4.611	3.393	2.793
HCM Lane V/C Ratio	0.136	0.27	0.137	0.862
HCM Control Delay	9.4	12.2	9.3	29.3
HCM Lane LOS	A	B	A	D
HCM 95th-tile Q	0.5	1.1	0.5	10.2

**Intersection**

Intersection Delay, s/veh	18.2
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	C	C	C

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	283	70	335
LT Vol	0	283	0	0
Through Vol	365	0	0	335
RT Vol	0	0	70	0
Lane Flow Rate	397	308	76	364
Geometry Grp	2	7	7	2
Degree of Util (X)	0.642	0.61	0.125	0.594
Departure Headway (Hd)	5.821	7.142	5.92	5.874
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	619	504	603	612
Service Time	3.89	4.909	3.686	3.944
HCM Lane V/C Ratio	0.641	0.611	0.126	0.595
HCM Control Delay	18.8	20.5	9.5	17.3
HCM Lane LOS	C	C	A	C
HCM 95th-tile Q	4.6	4	0.4	3.9







***Alternative 5***  
***Reduced Density***

**Intersection**

Intersection Delay, s/veh 23.3

Intersection LOS C





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	B	A	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	129	80	603
LT Vol	0	129	0	0
Through Vol	81	0	0	603
RT Vol	0	0	80	0
Lane Flow Rate	88	140	87	655
Geometry Grp	2	7	7	2
Degree of Util (X)	0.134	0.269	0.137	0.858
Departure Headway (Hd)	5.496	6.908	5.689	4.71
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	523	634	760
Service Time	3.512	4.611	3.392	2.787
HCM Lane V/C Ratio	0.135	0.268	0.137	0.862
HCM Control Delay	9.4	12.1	9.3	29.4
HCM Lane LOS	A	B	A	D
HCM 95th-tile Q	0.5	1.1	0.5	10.3

**Intersection**

Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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
Mvmt Flow	289	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	17	18.3	16.8
HCM LOS	C	C	C





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	365	0	0	335
RT Vol	0	0	70	0
Lane Flow Rate	397	289	76	364
Geometry Grp	2	7	7	2
Degree of Util (X)	0.633	0.572	0.125	0.586
Departure Headway (Hd)	5.742	7.12	5.898	5.792
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	627	506	605	619
Service Time	3.807	4.883	3.66	3.86
HCM Lane V/C Ratio	0.633	0.571	0.126	0.588
HCM Control Delay	18.3	19	9.5	16.8
HCM Lane LOS	C	C	A	C
HCM 95th-tile Q	4.5	3.5	0.4	3.8

***Alternative 6  
Residential Townhomes***

**Intersection**

Intersection Delay, s/veh 22.6

Intersection LOS C





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	B	A	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
HCM Control Delay	9.3	11.8	9.3	28.3
HCM Lane LOS	A	B	A	D
HCM 95th-tile Q	0.5	0.9	0.5	10

**Intersection**

Intersection Delay, s/veh	16.9
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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		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
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	253	70	335
LT Vol	0	253	0	0
Through Vol	365	0	0	335
RT Vol	0	0	70	0
Lane Flow Rate	397	275	76	364
Geometry Grp	2	7	7	2
Degree of Util (X)	0.626	0.543	0.124	0.58
Departure Headway (Hd)	5.682	7.103	5.881	5.733
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	635	506	607	626
Service Time	3.743	4.863	3.64	3.794
HCM Lane V/C Ratio	0.625	0.543	0.125	0.581
HCM Control Delay	17.9	18	9.5	16.5
HCM Lane LOS	C	C	A	C
HCM 95th-tile Q	4.4	3.2	0.4	3.7