Exhibit 4

Transportation Efficiency Analysis for the Fourth & Central Project

Gibson transportation consulting, inc.

MEMORANDUM

TO: Mike Harden and Alan Sako, ESA

FROM: Sarah M. Drobis, P.E., and Emily Wong, P.E.

DATE: August 31, 2023

RE: Transportation Efficiency Analysis for the Fourth & Central Project
Los Angeles, California **Ref:** J1765a

This memorandum presents the traffic analysis for the application for Environmental Leadership Development Project (ELDP) designation for the Fourth & Central project (Project) in the *Central City Community Plan* (Los Angeles Department of City Planning [LADCP], September 2016) area of the City of Los Angeles, California (City).

BACKGROUND

State Senate Bill (SB) 7, Environmental Quality: Jobs and Economic Improvement through Environmental Leadership Act of 2021 (Atkins, May 2021) authorizes the Governor, upon submittal of an application from a project applicant, to certify a project that is certified as Leadership in Energy and Environmental Design gold or better and meets specific requirements of as an ELDP, as defined in Public Resources Code Section 21187.5, for streamlining benefits related to the California Environmental Quality Act. As part of the qualifications for ELDP designation, a development project must be located on an infill site[1] and must achieve transportation efficiency[2] of 15% or more than a project with similar size, capacity, and location type ("Comparable Project").

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[1] As defined in Section 21061.3 of the Public Resources Code, an "infill site" is defined as either of the following:

(a) The site that has not been previously developed for urban uses and both of the following apply:

(1) The site is immediately adjacent to parcels that are developed with qualified urban uses, or at least 75% of the perimeter of the site adjoins parcels that are developed with qualified urban uses, and the remaining 25% of the site adjoins parcels that have been previously developed for qualified urban uses.

(2) No parcel within the site has been created as a result of the plan of a redevelopment agency.

(b) The site has been previously developed for qualified urban uses.

[2] Per Section 21180(d) of the Public Resources Code, "transportation efficiency" is defined as the total "number of vehicle trips by employees, visitors, or customers of a residential, retail, commercial, sports, cultural, entertainment, or recreational use project divided by the total number of employees, visitors, and customers".

PROJECT LOCATION

The Project is generally located at 400 S. Central Avenue (Project Site) and is contained within three sub-sites: North Site, South Site, and West Site. The Project Site is comprised of the following areas: North Site (1.35 acres) located at the northeast corner of Central Avenue & 4th Street, South Site (5.98 acres) located south of 4th Street between Central Avenue and Alameda Street, and West Site (0.32 acres) located at the northwestern corner of Central Avenue & Gladys Avenue. The surrounding land uses are predominantly industrial and warehouse uses, with commercial uses as well. The Project Site is currently occupied by 360,734 square feet (sf) of cold storage facilities that include warehouses and wholesale commercial buildings and associated office space, truck loading docks, and surface parking. The Project would demolish the existing surface parking and cold storage facility uses on the West and South Sites. The Project intends to adaptively reuse a portion of a six-story cold storage warehouse on the North Site.

The Project is located approximately 0.70 miles south of the closest segment of the Hollywood Freeway (US 101), approximately 1.00 miles north of the closest segment of the Santa Monica Freeway (I-10), approximately 1.10 miles west of the closest segment of the Santa Ana Freeway (I-5), and approximately 1.20 miles east of the closest segment of the Harbor Freeway (I-110/SR 110). The Project Site is served by Alameda Street and Central Avenue, both designated as Avenue I in *Mobility Plan 2035 – An Element of the General Plan* (LADCP, January 2016) (Mobility Plan 2035), and 4th Street, a designated Avenue III and II within the Study Area in Mobility Plan 2035. The Project also is located approximately 0.40 miles from the Los Angeles County Metropolitan Transportation Authority (Metro) Little Tokyo/Arts District Station that serves the L Line and Regional Connector.

The Project Site is also served by multiple bus and shuttle lines, with a bus stop on the southwest corner of Central Avenue & 5th Street that serves Metro lines 18, 53, and 62 as well as a bus stop at Alameda Street & 4th Street that serves the Los Angeles Department of Transportation (LADOT) DASH A line. In the vicinity of the Project Site, existing bicycle lanes are provided on 3rd Street between San Pedro Street and Santa Fe Avenue and on Mateo Street between Santa Fe Avenue and 6th Street. 1st Street and 2nd Street west of Santa Fe Avenue have also been designated as bicycle routes.

In the vicinity of the Project Site, existing bicycle lanes are provided on 3rd Street between San Pedro Street and Santa Fe Avenue, 5th Street west of Central Avenue, and Mateo Street between Santa Fe Avenue and 6th Street. 1st Street and 2nd Street west of Santa Fe Avenue have been designated as bicycle routes.

PROJECT DESCRIPTION

The Project would include a mix of residential, office, restaurant, retail, and hotel uses within 10 distinct buildings over the three sites. The Project would include 1,521 residential units, including affordable housing units, a 68-room hotel, approximately 411,113 sf of office uses, and approximately 114,112 sf of commercial retail and restaurant uses (inclusive of outdoor dining/patio space). The Project would demolish the existing surface parking and cold storage facility uses on the West and South Sites, respectively, and adaptively reuse a portion of six-story warehouse cold storage building on the North Site, if feasible.

A total of 2,475 parking spaces, including electric vehicle parking, would be provided on-site within at-grade and subterranean parking levels at the three sites. The Project would also provide 742 bicycle parking spaces, including both short-term and long-term spaces, throughout the Project Site. The Project would also include publicly accessible open space consisting of paseos connecting Central Avenue and Alameda Street, plazas, and pocket parks within the North and South Sites. The Project would also include mobility features such as bicycle parking and amenities and a bikeshare station, while also locating development in proximity to the future Metro Regional Connector. Primary vehicular access to the three sites would be provided via driveways along 4th Street, Central Avenue, Gladys Avenue, and Alameda Street.

PROJECT-RELATED REDUCTIONS

The Project's design and location characteristics would encourage non-auto modes of transportation such as walking, bicycling, carpool, vanpool, transit, etc. As detailed above, the Project Site is located within 0.50 miles from the Metro Little Tokyo/Arts District Station, which serves the L Line and the Regional Connector and is in proximity to numerous bus stops that serve Metro and LADOT DASH bus lines. In addition, the Project is considered a "compact infill" project, as it is located within an urbanized and developed area and is replacing approximately 360,734 sf of existing cold-storage warehouse uses with a high-density, mixed-use development. The Project also intends to adaptively reuse a portion of the six-story warehouse cold storage building on the North Site. Furthermore, the mixed-use nature of the Project would provide a dense concentration of residential and commercial uses that would promote the likelihood of interaction between land uses and, therefore, a reduction of non-automobile travel.

In addition to the Project's vehicle trip reducing design features and location, a transportation demand management (TDM) program would be implemented to reduce the use of single occupant vehicles by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit as part of the Project. The TDM program would include design features, transportation services, education, and incentives intended to reduce the amount of single occupant vehicles during commuter peak hours. The TDM program would include the following strategies:

- Reduced parking supply to make parking less available, and therefore, encourages the use of non-automobile modes to and from the Project Site
- Unbundled parking
- Parking cash-out program
- Promotions and marketing of alternative transportation options, which may include a Transportation Information Center, educational programs, kiosks and/or other measures
- Implementation of a bicycle share station
- Bicycle amenities such as racks, secure bicycle parking, and showers
- Contribution to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area
- Pedestrian network improvements within the Project Site and that connect to off-site facilities

The combined effect of the various strategies implemented as part of the TDM program would result in a reduction in peak hour trip generation by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes (e.g., transit, bus, walking, bicycling, carpool, etc.).

TRANSPORTATION EFFICIENCY ANALYSIS

The City's vehicle miles traveled (VMT) calculator (*City of Los Angeles VMT Calculator Version 1.3* [LADOT, July 2020]) (VMT Calculator) was used to evaluate the Project's transportation efficiency. For the purposes of this analysis, the transportation efficiency is equivalent to the total daily trips per service population.

Methodology

The Project's land uses and the respective sizes, including 1,521 multi-family housing units, 68 hotel rooms, 411,113 sf of general office uses, 45,266 sf of general retail uses, 34,423 sf of high-turnover sit-down restaurant uses, and 34,423 sf quality restaurant uses, were utilized as the primary inputs in the VMT Calculator. To provide a conservative analysis, the removal of existing uses currently on-site was not accounted for in the analysis.

Mixed-Use Development Methodology. As detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020), the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- The project's jobs/housing balance
- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

Trip Lengths. The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting (TDF) Model. The TDF Model considers the traffic analysis zones within 0.125 miles of a project to determine the trip lengths and trip types, which factor into the calculation of the project's VMT.

Population and Employment Assumptions. The VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), the San Diego Association of Governments' Activity Based Model, *Trip Generation Manual, 9th Edition* (Institute of Transportation Engineers, 2012), the United States Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation.*

TABLE 1
TRANSPORTATION EFFICIENCY ANALYSIS

Project	Project Information					Transportation Efficiency [b]	Transportation Efficicency Improvement [c]
	Project Description	**TDM Strategies**	**Total Daily Trips**	**Total Daily VMT**	**Total Service Population** [a]		
Project	1,521 residential units 68 hotel rooms 411,113 sf office 45,266 sf retail 34,423 sf high-turnover restaurant 34,423 sf quality restaurant	1) Reduced parking supply 2) Unbundle parking 3) Parking cash-out program 4) Promotions & marketing 5) Implementing new bike share station 6) Implement/improve on-street bicycle facility 7) Bicycle parking 8) Secure bicycle parking & showers 9) Pedestrian network improvements within the Project and connecting off-site	12,262	80,575	5,471	2.24	--
Comparable Projects							
Option 1- North Valley Location	1,521 residential units 68 hotel rooms 411,113 sf office 45,266 sf retail 34,423 sf high-turnover restaurant 34,423 sf quality restaurant	N/A	19,056	173,942	5,471	3.48	36%
Option 2 - Arts District Location	1,521 residential units 68 hotel rooms 411,113 sf office 45,266 sf retail 34,423 sf high-turnover restaurant 34,423 sf quality restaurant	N/A	15,665	101,121	5,471	2.86	22%
Option 3 - Project Site (400 S Central Avenue)	1,521 residential units 68 hotel rooms 411,113 sf office 45,266 sf retail 34,423 sf high-turnover restaurant 34,423 sf quality restaurant	N/A	14,405	94,270	5,471	2.63	15%

Notes

[a] Total Service Population = Total Population + Total Employees
Total population estimate is based on a population factor of 2.25 persons/unit for multi-family households. The population factor is based on Census data for the City of Los Angeles.
Total employment estimate is based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[b] Transportation Efficiency = Total Daily Trips / Total Service Population

[c] The Transportation Efficiency Improvement reflects comparison of the Proposed Project with the Comparable Project. Note that the Project Transportation Efficiency would be greater associated with the removal of the existing cold storage operations / warehouse uses.

Attachment A

Project VMT Worksheets

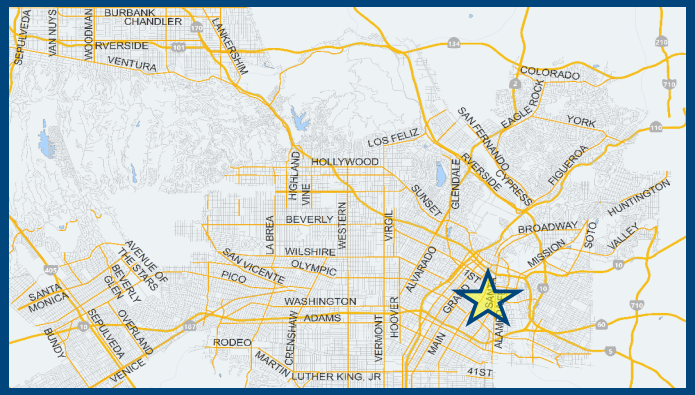
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 4th & Central

Scenario: Project

Address: 400 S CENTRAL AVE, 90013



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family		
Housing | Hotel		
Retail | General Retail		
Retail | High-Turnover Sit-Down Restaur		
Retail | Quality Restaurant		
Office | General Office		

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

A Parking

B Transit

C Education & Encouragement

Voluntary Travel Behavior Change Program: 100 percent of employees and residents participating

☐ Proposed Prj ☐ Mitigation

Promotions & Marketing: 100 percent of employees and residents participating

☑ ☐ Mitigation

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
12,262 Daily Vehicle Trips	**12,262** Daily Vehicle Trips
80,575 Daily VMT	**80,575** Daily VMT
3.0 Household VMT per Capita	**3.0** Household VMT
5.8 Work VMT per Employee	**5.8** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

2/1/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Project
Project Address: 400 S CENTRAL AVE, 90013

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	1,521	DU
	Townhouse	*0*	*DU*
	Hotel	68	Rooms
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	45.266	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	34.423	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	34.423	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	411.113	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Project
Project Address: 400 S CENTRAL AVE, 90013

Version 1.3

Analysis Results			
Total Employees: 2,044 Total Population: 3,427			
Proposed Project		***With Mitigation***	
12,262	**Daily Vehicle Trips**	**12,262**	**Daily Vehicle Trips**
80,575	**Daily VMT**	**80,575**	**Daily VMT**
3	**Household VMT per Capita**	**3**	**Household VMT per Capita**
5.8	**Work VMT per Employee**	**5.8**	**Work VMT per Employee**
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Project
Project Address: 400 S CENTRAL AVE, 90013

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	2658	2658
		Actual parking provision (spaces)	2475	2475
	Unbundle parking	Monthly cost for parking ($)	$150	$150
	Parking cash-out	Employees eligible (%)	100%	100%
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) ($)	$0.00	$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Project
Project Address: 400 S CENTRAL AVE, 90013

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	18%	18%	*0%*	*0%*	18%	18%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	8%	8%	*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	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	*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	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	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%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	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
COMBINED TOTAL	*27%*	*27%*	*18%*	*18%*	*27%*	*27%*	*11%*	*11%*	*11%*	*11%*	*11%*	*7%*
MAX. TDM EFFECT	*27%*	*27%*	*18%*	*18%*	*27%*	*27%*	*11%*	*11%*	*11%*	*11%*	*11%*	*11%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Project
Project Address: 400 S CENTRAL AVE, 90013

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	1,363	-33.6%	905	6.8	9,268	6,154
Home Based Other Production	3,776	-53.1%	1,772	4.5	16,992	7,974
Non-Home Based Other Production	4,000	-6.1%	3,755	7.4	29,600	27,787
Home-Based Work Attraction	2,601	-32.8%	1,749	8.3	21,588	14,517
Home-Based Other Attraction	7,089	-47.2%	3,740	5.8	41,116	21,692
Non-Home Based Other Attraction	2,664	-6.8%	2,484	6.5	17,316	16,146

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	-27.1%	660	4,487	-27.1%	660	4,487
Home Based Other Production	-27.1%	1,292	5,815	-27.1%	1,292	5,815
Non-Home Based Other Production	-11.1%	3,339	24,710	-11.1%	3,339	24,710
Home-Based Work Attraction	-17.9%	1,436	11,915	-17.9%	1,436	11,915
Home-Based Other Attraction	-11.1%	3,326	19,290	-11.1%	3,326	19,290
Non-Home Based Other Attraction	-11.1%	2,209	14,358	-11.1%	2,209	14,358

MXD VMT Methodology Per Capita & Per Employee

Total Population: 3,427
Total Employees: 2,044
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**10,302**	**10,302**
Total Home Based Work Attraction VMT	**11,915**	**11,915**
Total Home Based VMT Per Capita	**3.0**	**3.0**
Total Work Based VMT Per Employee	**5.8**	**5.8**

Attachment B

Comparable Project Option 1
VMT Worksheets

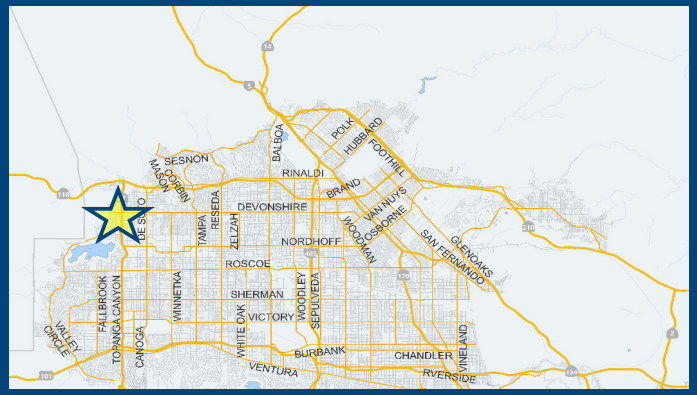
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 4th & Central

Scenario: Comparable Project - North Valley - No TDM

Address: 10200 N TOPANGA CANYON BLVD, 91311



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	1521	DU
Housing | Hotel	68	Rooms
Retail | General Retail	45.266	ksf
Retail | High-Turnover Sit-Down Restaurant	34.423	ksf
Retail | Quality Restaurant	34.423	ksf
Office | General Office	411.113	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

Traffic Calming Improvements

☐ Proposed Prj ☐ Mitigation

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☐ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With
19,056 Daily Vehicle Trips	**19,056** Daily Vehicle Trips
173,942 Daily VMT	**173,942** Daily VMT
9.9 Household VMT per Capita	**9.9** Household VMT
13.5 Work VMT per Employee	**13.5** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: Yes Threshold = 9.2 15% Below APC	**Household: Yes** Threshold = 9.2 15% Below APC
Work: No Threshold = 15.0 15% Below APC	**Work: No** Threshold = 15.0 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - North Valley - No T
Project Address: 10200 N TOPANGA CANYON BLVD, 9131

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	1,521	DU
	Townhouse	*0*	*DU*
	Hotel	68	Rooms
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	45.266	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	34.423	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	34.423	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	411.113	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - North Valley - No T
Project Address: 10200 N TOPANGA CANYON BLVD, 9131

Version 1.3

Analysis Results			
Total Employees: 2,044 Total Population: 3,427			
Proposed Project		***With Mitigation***	
19,056	**Daily Vehicle Trips**	**19,056**	**Daily Vehicle Trips**
173,942	**Daily VMT**	**173,942**	**Daily VMT**
9.9	**Household VMT per Capita**	**9.9**	**Household VMT per Capita**
13.5	**Work VMT per Employee**	**13.5**	**Work VMT per Employee**

Significant VMT Impact?			
APC: North Valley			
Impact Threshold: 15% Below APC Average Household = 9.2 Work = 15.0			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.2 Work > 15.0	Yes No	Household > 9.2 Work > 15.0	Yes No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - North Valley - No TDM
Project Address: 10200 N TOPANGA CANYON BLVD, 91311

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - North Valley - No T
Project Address: 10200 N TOPANGA CANYON BLVD, 9131

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	1,363	-20.8%	1,080	12.1	16,492	13,068
Home Based Other Production	3,776	-29.8%	2,649	7.9	29,830	20,927
Non-Home Based Other Production	4,335	-2.5%	4,225	9.9	42,917	41,828
Home-Based Work Attraction	2,601	-14.6%	2,221	12.4	32,252	27,540
Home-Based Other Attraction	7,857	-24.0%	5,975	6.9	54,213	41,228
Non-Home Based Other Attraction	2,999	-3.1%	2,906	10.1	30,290	29,351

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	1,080	13,068	0.0%	1,080	13,068
Home Based Other Production	0.0%	2,649	20,927	0.0%	2,649	20,927
Non-Home Based Other Production	0.0%	4,225	41,828	0.0%	4,225	41,828
Home-Based Work Attraction	0.0%	2,221	27,540	0.0%	2,221	27,540
Home-Based Other Attraction	0.0%	5,975	41,228	0.0%	5,975	41,228
Non-Home Based Other Attraction	0.0%	2,906	29,351	0.0%	2,906	29,351

MXD VMT Methodology Per Capita & Per Employee

Total Population: 3,427
Total Employees: 2,044
APC: North Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**33,995**	**33,995**
Total Home Based Work Attraction VMT	**27,540**	**27,540**
Total Home Based VMT Per Capita	**9.9**	**9.9**
Total Work Based VMT Per Employee	**13.5**	**13.5**

Attachment C

Comparable Project Option 2
VMT Worksheets

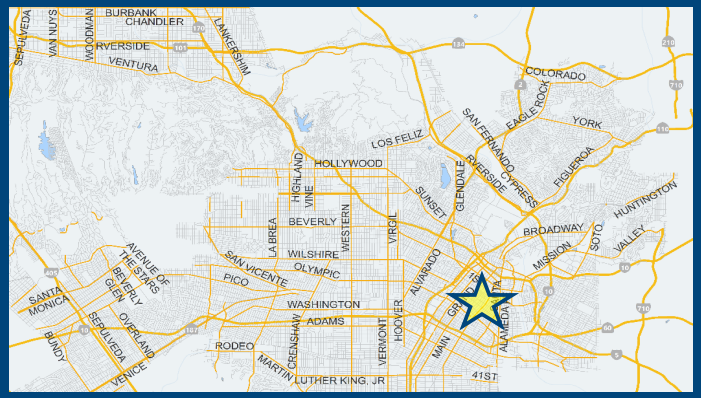
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 4th & Central

Scenario: Comparable Project - Arts District - No TDM

Address: 900 E 4TH ST, 90013



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	1521	DU
Housing | Hotel	68	Rooms
Retail | General Retail	45.266	ksf
Retail | High-Turnover Sit-Down Restaurant	34.423	ksf
Retail | Quality Restaurant	34.423	ksf
Office | General Office	411.113	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility — Select Proposed Prj or Mitigation to include this strategy

☐ Proposed Prj ☐ Mitigation

Include Bike Parking Per LAMC — Select Proposed Prj or Mitigation to include this strategy

☐ Proposed Prj ☐ Mitigation

Include Secure Bike Parking and Showers — Select Proposed Prj or Mitigation to include this strategy

☐ Proposed Prj ☐ Mitigation

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With
15,665 Daily Vehicle Trips	**15,665** Daily Vehicle Trips
101,121 Daily VMT	**101,121** Daily VMT
4.1 Household VMT per Capita	**4.1** Household VMT
6.9 Work VMT per Employee	**6.9** Work VMT per Employee

Significant VMT Impact?

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

Y

Measuring the Miles

2/1/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - Arts District - No T
Project Address: 900 E 4TH ST, 90013

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	1,521	DU
	Townhouse	*0*	*DU*
	Hotel	68	Rooms
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	45.266	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	34.423	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	34.423	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	411.113	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - Arts District - No T
Project Address: 900 E 4TH ST, 90013

Version 1.3

Analysis Results			
Total Employees: 2,044 Total Population: 3,427			
Proposed Project		***With Mitigation***	
15,665	**Daily Vehicle Trips**	**15,665**	**Daily Vehicle Trips**
101,121	**Daily VMT**	**101,121**	**Daily VMT**
4.1	**Household VMT per Capita**	**4.1**	**Household VMT per Capita**
6.9	**Work VMT per Employee**	**6.9**	**Work VMT per Employee**

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

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - Arts District - No TDM
Project Address: 900 E 4TH ST, 90013

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - Arts District - No T
Project Address: 900 E 4TH ST, 90013

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	1,363	-38.0%	845	6.3	8,587	5,324
Home Based Other Production	3,776	-50.5%	1,868	4.6	17,370	8,593
Non-Home Based Other Production	4,335	-6.0%	4,076	7.3	31,646	29,755
Home-Based Work Attraction	2,601	-32.9%	1,744	8.1	21,068	14,126
Home-Based Other Attraction	7,857	-44.8%	4,337	5.8	45,571	25,155
Non-Home Based Other Attraction	2,999	-6.8%	2,795	6.5	19,494	18,168

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	845	5,324	0.0%	845	5,324
Home Based Other Production	0.0%	1,868	8,593	0.0%	1,868	8,593
Non-Home Based Other Production	0.0%	4,076	29,755	0.0%	4,076	29,755
Home-Based Work Attraction	0.0%	1,744	14,126	0.0%	1,744	14,126
Home-Based Other Attraction	0.0%	4,337	25,155	0.0%	4,337	25,155
Non-Home Based Other Attraction	0.0%	2,795	18,168	0.0%	2,795	18,168

MXD VMT Methodology Per Capita & Per Employee

Total Population: 3,427
Total Employees: 2,044
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**13,917**	**13,917**
Total Home Based Work Attraction VMT	**14,126**	**14,126**
Total Home Based VMT Per Capita	**4.1**	**4.1**
Total Work Based VMT Per Employee	**6.9**	**6.9**

Attachment D

Comparable Project Option 3
VMT Worksheets

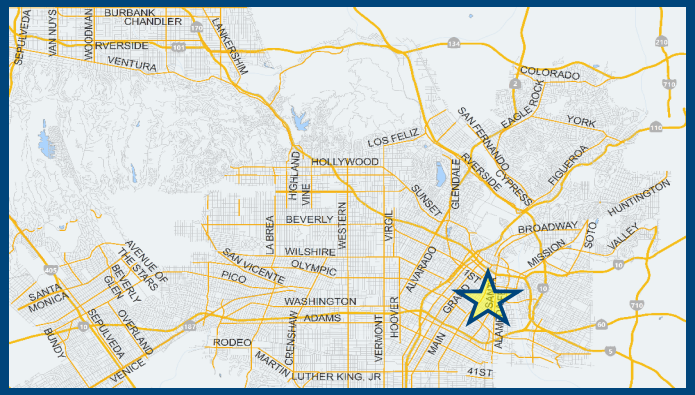
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 4th & Central

Scenario: Comparable Project - No TDM

Address: 400 S CENTRAL AVE, 90013



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	1521	DU
Housing | Hotel	68	Rooms
Retail | General Retail	45.266	ksf
Retail | High-Turnover Sit-Down Restaurant	34.423	ksf
Retail | Quality Restaurant	34.423	ksf
Office | General Office	411.113	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

Traffic Calming Improvements

☐ Proposed Prj ☐ Mitigation

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☐ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With
14,405 Daily Vehicle Trips	**14,405** Daily Vehicle Trips
94,270 Daily VMT	**94,270** Daily VMT
4.1 Household VMT per Capita	**4.1** Household VMT
7.1 Work VMT per Employee	**7.1** Work VMT per Employee

Significant VMT Impact?

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

Y

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - No TDM
Project Address: 400 S CENTRAL AVE, 90013

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	1,521	DU
	Townhouse	*0*	*DU*
	Hotel	68	Rooms
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	45.266	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	34.423	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	34.423	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	411.113	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - No TDM
Project Address: 400 S CENTRAL AVE, 90013

Version 1.3

Analysis Results			
Total Employees: 2,044 Total Population: 3,427			
Proposed Project		***With Mitigation***	
14,405	**Daily Vehicle Trips**	**14,405**	**Daily Vehicle Trips**
94,270	**Daily VMT**	**94,270**	**Daily VMT**
4.1	**Household VMT per Capita**	**4.1**	**Household VMT per Capita**
7.1	**Work VMT per Employee**	**7.1**	**Work VMT per Employee**

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - No TDM
Project Address: 400 S CENTRAL AVE, 90013

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)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - No TDM
Project Address: 400 S CENTRAL AVE, 90013

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

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

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 1, 2023
Project Name: 4th & Central
Project Scenario: Comparable Project - No TDM
Project Address: 400 S CENTRAL AVE, 90013

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	1,363	-33.6%	905	6.8	9,268	6,154
Home Based Other Production	3,776	-53.1%	1,772	4.5	16,992	7,974
Non-Home Based Other Production	4,000	-6.1%	3,755	7.4	29,600	27,787
Home-Based Work Attraction	2,601	-32.8%	1,749	8.3	21,588	14,517
Home-Based Other Attraction	7,089	-47.2%	3,740	5.8	41,116	21,692
Non-Home Based Other Attraction	2,664	-6.8%	2,484	6.5	17,316	16,146

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	905	6,154	0.0%	905	6,154
Home Based Other Production	0.0%	1,772	7,974	0.0%	1,772	7,974
Non-Home Based Other Production	0.0%	3,755	27,787	0.0%	3,755	27,787
Home-Based Work Attraction	0.0%	1,749	14,517	0.0%	1,749	14,517
Home-Based Other Attraction	0.0%	3,740	21,692	0.0%	3,740	21,692
Non-Home Based Other Attraction	0.0%	2,484	16,146	0.0%	2,484	16,146

MXD VMT Methodology Per Capita & Per Employee

Total Population: 3,427
Total Employees: 2,044
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**14,128**	**14,128**
Total Home Based Work Attraction VMT	**14,517**	**14,517**
Total Home Based VMT Per Capita	**4.1**	**4.1**
Total Work Based VMT Per Employee	**7.1**	**7.1**

TDM Measures. Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

Project Analysis

For the purposes of this analysis, the Project's implementation of the following TDM measures, as described above, were accounted for in the evaluation:

- Reduced parking supply
- Unbundled parking
- Parking cash-out program
- Promotions and marketing of alternative transportation modes
- New bike share station
- On-street bicycle facility improvements
- Bicycle parking
- Secure bicycle parking & showers
- Pedestrian network improvements

As detailed in Table 1, with consideration of the Project Site's built environment and demographic characteristics, as well as the above TDM measures, the Project would generate 12,262 daily trips and 80,757 daily VMT, with transportation efficiency of 2.24.

The detailed LADOT VMT Calculator outputs for the Project are provided in Attachment A.

COMPARABLE PROJECT ANALYSIS

It was assumed that a Comparable Project would be a mixed-use development with a land use program similar to the Project. For informational purposes, the following three hypothetical Comparable Project options were identified for further review and comparison with the Project:

- Option 1 – A Project in a suburban center location in the North Valley without the Project's TDM program

- Option 2 – A Project in a suburban center location in the Arts District without the Project's TDM program
- Option 3 – A project at the same urban location as the Project without the Project's TDM program

The LADOT VMT Calculator was also utilized to evaluate the transportation efficiency of the three Comparable Project options.

Option 1

Comparable Project Option 1 would include a land use program consistent with the Project. However, the trip estimates and trip patterns would be reflective of the sociodemographic, land use, and built environment factors of a suburban center location in the North Valley area. In addition, Comparable Project Option 1 would not implement TDM measures as is proposed by the Project.

Therefore, as detailed in Table 1, Comparable Project Option 1 would generate 19,056 daily trips and 173,942 daily VMT, with transportation efficiency of 3.48. Thus, as detailed in Table 1, the Project would have 36% greater transportation efficiency than Comparable Project Option 1.

The detailed LADOT VMT Calculator outputs for Comparable Project Option 1 are provided in Attachment B.

Option 2

Comparable Project Option 2 would include a land use program consistent with the Project. However, the trip estimates and trip patterns would be reflective of the sociodemographic, land use, and built environment factors for a suburban center area in the Arts District. In addition, Comparable Project Option 2 would not implement TDM measures as is proposed by the Project.

Therefore, as detailed in Table 1, the Comparable Project Option 2 would generate 15,665 daily trips and 101,121 daily VMT, with transportation efficiency of 2.86. Thus, as detailed in Table 1, the Project would have 22% greater transportation efficiency than Comparable Project Option 2.

The detailed LADOT VMT Calculator outputs for Comparable Project Option 2 are provided in Attachment C.

Option 3

Comparable Project Option 3 would be located at the same location as the Project and would include a land use program consistent with the Project. In addition, the trip estimate and trip patterns for Comparable Project Option 3 be reflective of the sociodemographic, land use, and built environment factors for the Project area. However, Comparable Project Option 3 would not implement TDM measures as is proposed by the Project.

Therefore, as detailed in Table 1, the Comparable Project Option 3 would generate 14,405 daily trips and 94,270 daily VMT, with transportation efficiency of 2.63. Thus, as detailed in Table 1, the Project would have 15% greater transportation efficiency than Comparable Project Option 3.

The detailed LADOT VMT Calculator outputs for Comparable Project Option 3 are provided in Attachment D.

SUMMARY

As detailed in Table 1, the Project could achieve 15-36% greater transportation efficiency than a Comparable Project. Therefore, the Project satisfies the transportation efficiency requirements of SB 7.