

# **Exhibit C**

## **Appendix B-2**

**LADOT Approval Letter**

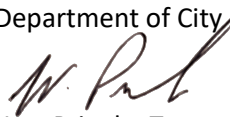
**November 3, 2021**

INTER-DEPARTMENTAL CORRESPONDENCE

975 S Manhattan Pl  
DOT Case No. CEN20-49544

Date: November 3, 2021

To: Susan Jimenez, Administrative Clerk  
Department of City Planning

From:   
Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 975 SOUTH MANHATTAN PLACE (PAR-2021-6937-VHCA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc., dated October 2021, for the proposed residential project located at 975 South Manhattan Place within the Wilshire Community Plan Area, the Central Area Planning Commission (APC), and a Transit Oriented Community (TOC) Tier 3. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

**DISCUSSION AND FINDINGS**

A. Project Description

The project proposes to replace a vacant lot with a seven-story residential development on the block bounded by residential uses to the north and west, Manhattan Place to the east, and a commercial building to the south. The development will provide up to 120 multi-family residential units (including 12 units for extremely low-income residents), a total of 94 (85 long-term and 9 short-term) bicycle parking spaces, and up to 135 vehicle parking spaces in an at-grade parking level and two subterranean parking levels. The development will be accessed via a full-access driveway along Manhattan Place as illustrated in **Attachment A**. Access for pedestrians and bicycles will be provided via a lobby entrance along Manhattan Place. Passenger loading is expected to occur at the curbside along Manhattan Place. The project is expected to be completed by 2025.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline.

The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

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

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

As cited in the VMT Analysis report, prepared by Gibson Transportation Consulting, Inc., the project proposes to incorporate the TDM strategies of reduced parking supply by providing 135 of the Code-required 193 parking spaces and include bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM measures, the proposed project is projected to have no Work VMT and Household VMT per capita of 5.1. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review

authority as established in Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. Access to the project will be provided along Manhattan Place. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

## PROJECT REQUIREMENTS

### Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

The project would provide parking for up to 135 vehicles and 94 bicycles onsite. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 3.

2. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Manhattan Place**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The project would be accessed via a full-access driveway along Manhattan Place. Access for pedestrians and bicycles will be provided separately via a lobby entrance along Manhattan Place. Passenger loading from TNCs (transportation network companies) would be accommodated curbside along Manhattan Place. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all

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

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees

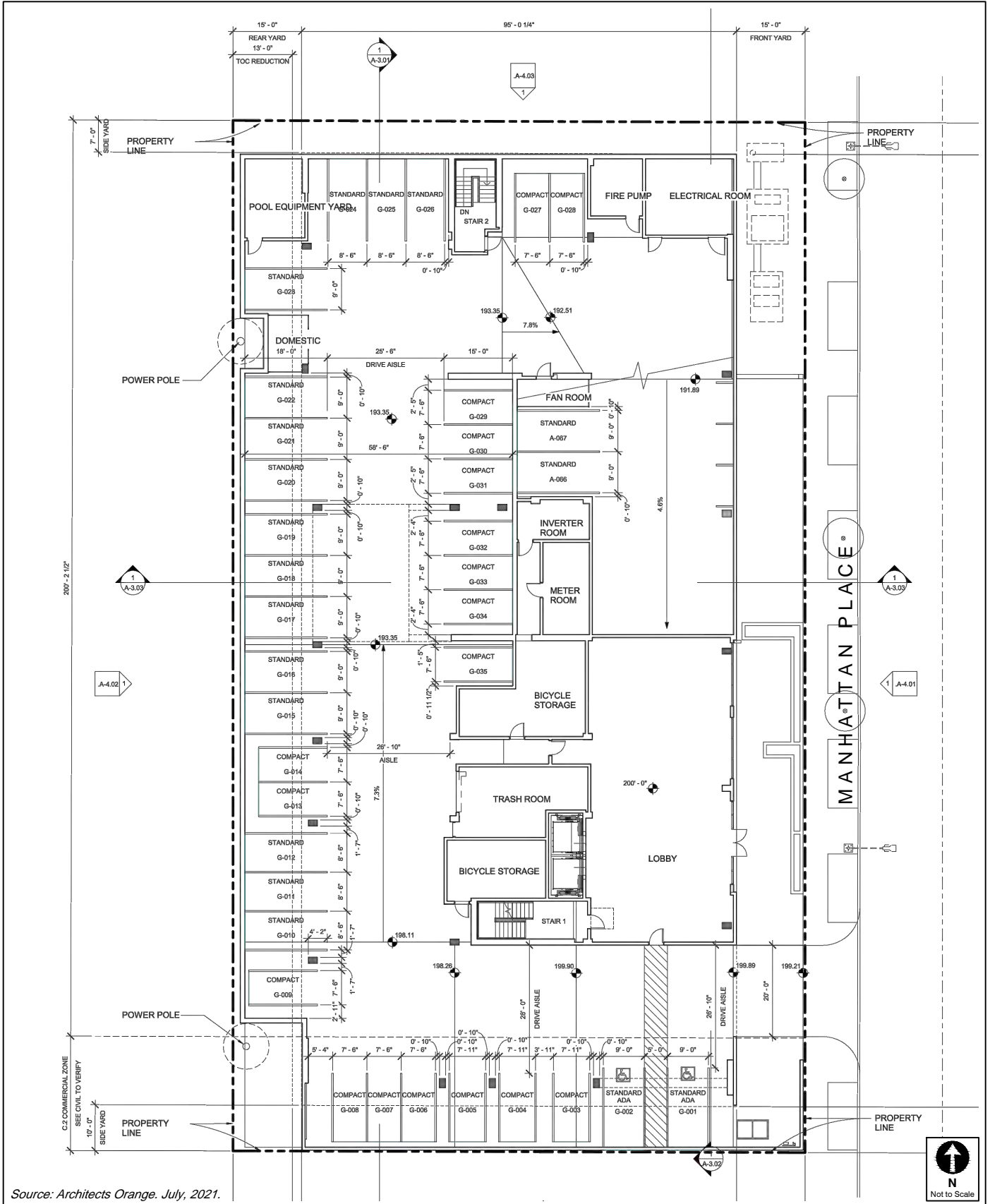
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Jimmy Vivar of my staff at (213) 972-4993.

Attachments

*K:\Letters\2021\CEN20-49544\_975 Manhattan Place\_residential project\_ltr.docx*

- c: Meg Healy, Council District 4  
Hokchi Chiu, Central District, BOE  
Bhuvan Bajaj, Hollywood-Wilshire District, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Janet Ye, Gibson Transportation Consulting, Inc.



Source: Architects Orange. July, 2021.

**PROJECT SITE PLAN**

**FIGURE 1**

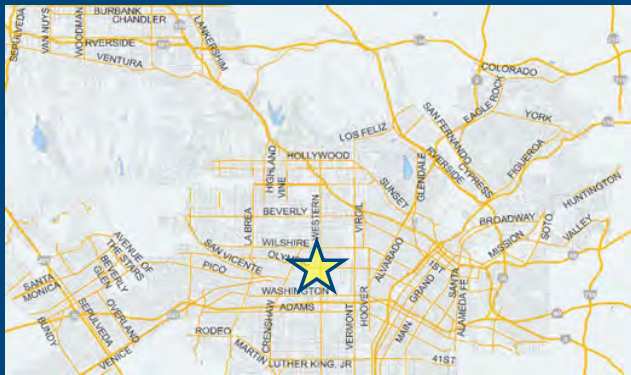
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

## Project Information

**Project:** 975 Manhattan Place  
**Scenario:** Project  
**Address:** 975 S MANHATTAN PL, 90019



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

Yes  No

## Existing Land Use

Land Use Type	Value	Unit
Housing   Single Family		DU

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

## Proposed Project Land Use

Land Use Type	Value	Unit
Housing   Multi-Family	120	DU

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

## Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	511 Daily Vehicle Trips
0 Daily VMT	3,083 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	511 Net Daily Trips
The net increase in daily VMT ≤ 0	3,083 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
<b>The proposed project is required to perform VMT analysis.</b>	

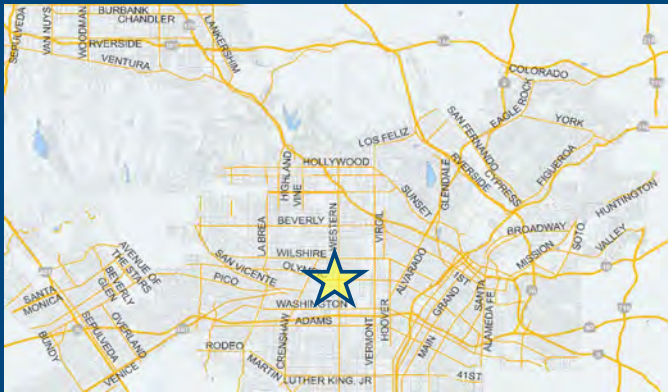


# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** 975 Manhattan Place  
**Scenario:** Project  
**Address:** 975 S MANHATTAN PL, 90019



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	120	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

<b>Max Home Based TDM Achieved?</b>	Proposed Project	With Mitigation
<b>Max Work Based TDM Achieved?</b>	No	No

**A** **Parking**

Reduce Parking Supply  city code parking provision for the project site  
 Proposed Prj  Mitigation  actual parking provision for the project site

Unbundle Parking  monthly parking cost (dollar) for the project site  
 Proposed Prj  Mitigation

Parking Cash-Out  percent of employees eligible  
 Proposed Prj  Mitigation

Price Workplace Parking  daily parking charge (dollar)  
 percent of employees subject to priced parking  
 Proposed Prj  Mitigation

Residential Area Parking Permits  cost (dollar) of annual permit  
 Proposed Prj  Mitigation

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

## Analysis Results

Proposed Project	With Mitigation
<b>445</b> Daily Vehicle Trips	<b>445</b> Daily Vehicle Trips
<b>2,681</b> Daily VMT	<b>2,681</b> Daily VMT
<b>5.1</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 = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: N/A</b> Threshold = 7.6 15% Below APC	<b>Work: N/A</b> Threshold = 7.6 15% Below APC





# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: August 17, 2021

Project Name: 975 Manhattan Place

Project Scenario: Project

Project Address: 975 S MANHATTAN PL, 90019



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	120	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
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: August 17, 2021

Project Name: 975 Manhattan Place

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Version 1.3

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: August 17, 2021

Project Name: 975 Manhattan Place

Project Scenario: Project

Project Address: 975 S MANHATTAN PL, 90019



Version 1.3

<b>Analysis Results</b>			
Total Employees: 0			
Total Population: 270			
<b>Proposed Project</b>		<b>With Mitigation</b>	
445	Daily Vehicle Trips	445	Daily Vehicle Trips
2,681	Daily VMT	2,681	Daily VMT
5.1	Household VMT per Capita	5.1	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<b>APC: Central</b>			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
<b>Proposed Project</b>		<b>With Mitigation</b>	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: August 17, 2021

Project Name: 975 Manhattan Place

Project Scenario: Project

Project Address: 975 S MANHATTAN PL, 90019



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
<b>Parking</b>	Reduce parking supply	City code parking provision (spaces)	193	193
		Actual parking provision (spaces)	135	135
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
		Daily parking charge (\$)	\$0.00	\$0.00
	Price workplace parking	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: August 17, 2021

Project Name: 975 Manhattan Place

Project Scenario: Project

Project Address: 975 S MANHATTAN PL, 90019



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: August 17, 2021

Project Name: 975 Manhattan Place

Project Scenario: Project

Project Address: 975 S MANHATTAN PL, 90019



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: August 17, 2021

Project Name: 975 Manhattan Place

Project Scenario: Project

Project Address: 975 S MANHATTAN PL, 90019



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: August 17, 2021  
 Project Name: 975 Manhattan Place  
 Project Scenario: Project  
 Project Address: 975 S MANHATTAN PL, 90019



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	
<b>Parking</b>	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%	
<b>Transit</b>	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%	
<b>Education &amp; Encouragement</b>	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%	
<b>Commute Trip Reductions</b>	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%	
<b>Shared Mobility</b>	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: August 17, 2021  
 Project Name: 975 Manhattan Place  
 Project Scenario: Project  
 Project Address: 975 S MANHATTAN PL, 90019



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%	
	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>	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: August 17, 2021

Project Name: 975 Manhattan Place

Project Scenario: Project

Project Address: 975 S MANHATTAN PL, 90019



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	108	-19.4%	87	7.6	821	661
Home Based Other Production	298	-42.3%	172	5.3	1,579	912
Non-Home Based Other Production	139	-5.0%	132	7.2	1,001	950
Home-Based Work Attraction	0	0.0%	0	6.8	0	0
Home-Based Other Attraction	142	-37.3%	89	4.3	611	383
Non-Home Based Other Attraction	34	-8.8%	31	5.7	194	177

### 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%	76	575	-13.0%	76	575
Home Based Other Production	-13.0%	150	793	-13.0%	150	793
Non-Home Based Other Production	-13.0%	115	826	-13.0%	115	826
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	77	333	-13.0%	77	333
Non-Home Based Other Attraction	-13.0%	27	154	-13.0%	27	154

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 270

Total Employees: 0

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>1,368</b>	<b>1,368</b>
<i>Total Home Based Work Attraction VMT</i>	<b>0</b>	<b>0</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>N/A</b>	<b>N/A</b>

**Attachment C**  
**CEN20-49544\_975 S Manhattan PI**

**TABLE 13**  
**FUTURE CONDITIONS (YEAR 2025)**  
**INTERSECTION LEVELS OF SERVICE**

No	Intersection	Peak Hour	Future Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1. [a]	Manhattan Place & San Marino Street	AM	10.4	B	10.5	B
		PM	16.3	C	16.5	C
2. [b]	Manhattan Place & Olympic Boulevard	AM	38.2	E	52.6	F
		PM	OVERFLOW	F	OVERFLOW	F
3.	Western Avenue & San Marino Street	AM	8.9	A	9.5	A
		PM	15.1	B	15.5	B
4.	Western Avenue & Olympic Boulevard	AM	78.7	E	79.7	E
		PM	72.7	E	73.6	E

Notes:

[a] Intersection operates as a two-way stop-controlled intersection. Delay reported is worst approach delay.

[b] Intersection operates as a two-way stop-controlled intersection. Delay reported is worst approach delay. In this case, the worst approach delay is caused by the long delays experienced by vehicles attempting to turn left from Manhattan Place onto Olympic Boulevard.