

Appendix O
**Vehicle Miles Traveled
(VMT) Calculations**

**Kaiser Permanente Los Angeles Medical
Center – VMT Analysis of Project
Alternatives**

Kaiser Permanente - VMT Analysis Summary for Alternatives

Site	Existing/Demolished (sq ft of MOB)	Project (sq ft of MOB)	Alternate 2 (sq ft of MOB unless noted)	Alternate 3 (sq ft of MOB)	Alternate 4 (sq ft of MOB unless noted)
Site 1	15,113	130,000	102,826	120,000	120,000
Site 2	-	50,000	-	50,000	50,000
Site 3	79,356	41,500	46,686 sq ft of Hospital use or 15,220 sq ft of MOB ¹	16,500	48,500
Site 4	120,557	177,300	177,300 sq ft of Hospital use or 57,800 sq ft of MOB ¹	167,300	177,300 sq ft of Hospital use or 57,800 sq ft of MOB ¹
Site 5	19,199	-	-	-	-
Site 6	-	-	-	-	-
Total	234,225	398,800	175,845	353,800	276,300
Net New (Proposed –Existing/Demolished)		164,575 or 165 KSF	No net new development.	119,575 or 120 KSF	42,075 or 42 KSF
VMT Threshold²: <ul style="list-style-type: none"> • 7.6 Work VMT per employee • 6.0 Household VMT per capita 		7.4 Work VMT per Employee with project design features and compliance with City Code and Ordinances (i.e. TDM Strategy C,F and G) ⁴	<i>Project Not required to perform VMT analysis since it would generate fewer daily trips and daily VMT compared to the existing buildings on site that would be demolished and does not generate 250 or more net new daily trips.</i>	7.4 Work VMT per Employee with project design features and compliance with City Code and Ordinances (i.e. TDM Strategy C,F and G) ⁴	7.4 Work VMT per Employee with project design features and compliance with City Code and Ordinances (i.e. TDM Strategy C,F and G) ³
VMT Result:		Below Threshold (LTS)	(LTS)	Below Threshold (LTS)	Below Threshold (LTS)

Notes: sq ft – square feet; MOB – Medical Office Building; KSF – Thousand square feet; LTS = Less than significant

- 1 The LADOT Calculator Version 1.2 does not include Hospital use as a land use type. Therefore, to estimate VMT for project alternative proposed for Sites 3 and 4, the proposed Hospital use square footage was converted to MOB use by using the Trip Generation Equivalency Factors (using ITE Trip Generation rates) established in the Transportation Impact Study for Kaiser Permanente Los Angeles Medical Center Project, August 8, 2018. Approximately 0.326 square feet of medical office use has the same trip generation as 1.0 square foot of hospital. Therefore, the proposed hospital use square footage was multiplied by 0.326 to obtain equivalent medical office use square footage and account for appropriate trip generation and VMT estimate of the proposed use.
- 2 VMT threshold and results are from LADOT VMT Calculator Version 1.2.
- 3 Project Design Features required to reduce VMT and comply with City's code and ordinance include:
 - Education & Encouragement: Promotions and Marketing (TDM Strategy C)
 - Bicycle Infrastructure (TDM Strategy F):
 - Include Bike Parking Per LAMC
 - Include Secure Bike Parking and Showers
 - Neighborhood Enhancement: Pedestrian Network Improvements (TDM Strategy G)

- LADOT Calculator Version 1.2 Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

Project Information

Project:

Scenario: [WWW](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU

[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
Office Medical Office	234	ksf
Office Medical Office	234	ksf

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

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	5,459 Daily Vehicle Trips
0 Daily VMT	36,455 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	5,459 Net Daily Trips
The net increase in daily VMT ≤ 0	36,455 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

Project Information

Project:

Scenario: [WWW](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU

[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
Office Medical Office	176	ksf
Office Medical Office	176	ksf

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

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	4,111 Daily Vehicle Trips
0 Daily VMT	27,453 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	4,111 Net Daily Trips
The net increase in daily VMT ≤ 0	27,453 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

Project Information

Project:

Scenario: [WWW](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU

[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
Office Medical Office	120	ksf
Office Medical Office	120	ksf

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

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	2,808 Daily Vehicle Trips
0 Daily VMT	18,750 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	2,808 Net Daily Trips
The net increase in daily VMT ≤ 0	18,750 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

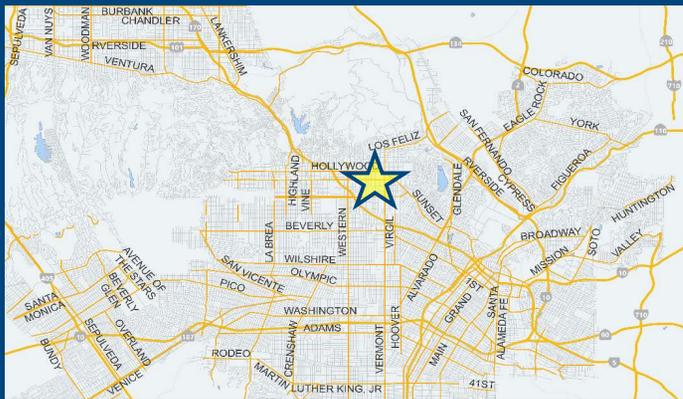


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Office Medical Office	120	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
 - Voluntary Travel Behavior Change Program percent of employees and residents participating
 - Proposed Prj Mitigation
 - Promotions & Marketing percent of employees and residents participating
 - Proposed Prj Mitigation
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,610 Daily Vehicle Trips	2,610 Daily Vehicle Trips
17,419 Daily VMT	17,419 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
7.4 Work VMT per Employee	7.4 Work VMT per Employee
Significant VMT Impact?	
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



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 20, 2021

Project Name: Kaiser LAMC

Project Scenario: Alternate 3

Project Address: 4867 W SUNSET BLVD, 90027



Version 1.2

Project Information		
Land Use Type	Value	Units
Housing	Single Family	0 DU
	Multi Family	0 DU
	Townhouse	0 DU
	Hotel	0 Rooms
	Motel	0 Rooms
Affordable Housing	Family	0 DU
	Senior	0 DU
	Special Needs	0 DU
	Permanent Supportive	0 DU
Retail	General Retail	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
Medical Office		120.000 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

Analysis Results			
Total Employees: 360			
Total Population: 0			
Proposed Project		With Mitigation	
2,610	Daily Vehicle Trips	2,610	Daily Vehicle Trips
17,419	Daily VMT	17,419	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
7.4	Work VMT per Employee	7.4	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 (\$) / Employees eligible (%)	50	50
	Parking cash-out	Daily parking charge (\$)	0%	0%
	Price workplace parking	Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	50	50
	(cont. on following page)			
TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%) / Existing transit mode share (as a percent of total daily trips) (%) / Lines within project site improved (5-10% -> 50%)	0%	0%
	Implement neighborhood shuttles	Charge of implementation (low, medium, high) / Employees and residents eligible (%)	0	0
	Transit subsidies	Amount of transit subsidy per passenger (daily equivalent) (\$)	0%	0%
		Employees and residents eligible (%)	\$0.00	\$0.00
	Education & Encouragement	Voluntary travel behavior change program / Promotions and marketing	Employees and residents participating (%) / Employees and residents participating (%)	0% / 100%
(cont. on following page)				
TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Commuter Trip Reductions	Requested commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%) / Type of program	0%	0%
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high) / Employees eligible (%)	0	0
		Employer size (small, medium, large) / Employees eligible (%)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other) / Within 200 feet of existing bike share station - OR - implementing new bike share station (Yes/No)	0	0
	Bike share	Level of implementation (Low, Medium, High)	0	0
	School carpool program		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)	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 (No) / Intersections with traffic calming improvements (No)	0%	0%
	Pedestrian network improvements	Included within project and connecting off-site/within project code	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Date: January 20, 2021
 Project Name: Kaiser LAMC
 Project Scenario: Alternate 3
 Project Address: 4867 W SUNSET BLVD, 90027



Version 1.2

Report 3: TDM Outputs

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	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	0.00%	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	0.6%	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 sections 1 - 2
	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	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	3%	
MAX. TDM EFFECT	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	

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

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: January 20, 2021

Project Name: Kaiser LAMC

Project Scenario: Alternate 3

Project Address: 4867 W SUNSET BLVD, 90027



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.3	0	0
Home Based Other Production	0	0.0%	0	4.8	0	0
Non-Home Based Other Production	789	-15.5%	667	7.6	5,996	5,069
Home-Based Work Attraction	522	-34.5%	342	8.4	4,385	2,873
Home-Based Other Attraction	2,236	-49.4%	1,132	5.6	12,522	6,339
Non-Home Based Other Attraction	789	-15.5%	667	6.7	5,286	4,469

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	-7.1%	0	0	-7.1%	0	0
Home Based Other Production	-7.1%	0	0	-7.1%	0	0
Non-Home Based Other Production	-7.1%	620	4,709	-7.1%	620	4,709
Home-Based Work Attraction	-7.1%	318	2,669	-7.1%	318	2,669
Home-Based Other Attraction	-7.1%	1,052	5,889	-7.1%	1,052	5,889
Non-Home Based Other Attraction	-7.1%	620	4,152	-7.1%	620	4,152

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 360

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	0	0
<i>Total Home Based Work Attraction VMT</i>	2,669	2,669
<i>Total Home Based VMT Per Capita</i>	0.0	0.0
<i>Total Work Based VMT Per Employee</i>	7.4	7.4

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

Project Information

Project:

Scenario: [WWW](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU

[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
Office Medical Office	42	ksf
Office Medical Office	42	ksf

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

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	984 Daily Vehicle Trips
0 Daily VMT	6,572 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	984 Net Daily Trips
The net increase in daily VMT ≤ 0	6,572 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Office Medical Office	42	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
100	percent of intersections within project with traffic calming improvements
 - Pedestrian Network Improvements: Proposed Prj Mitigation

within project and connecting off-site
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Analysis Results

Proposed Project	With Mitigation
914 Daily Vehicle Trips	914 Daily Vehicle Trips
6,107 Daily VMT	6,107 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
7.4 Work VMT per Employee	7.4 Work VMT per Employee
Significant VMT Impact?	
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



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 24, 2021

Project Name: Kaiser LAMC

Project Scenario: Alternate 4

Project Address: 4867 W SUNSET BLVD, 90027



Version 1.2

Project Information		
Land Use Type	Value	Units
Housing	Single Family	0 DU
	Multi Family	0 DU
	Townhouse	0 DU
	Hotel	0 Rooms
	Motel	0 Rooms
Affordable Housing	Family	0 DU
	Senior	0 DU
	Special Needs	0 DU
	Permanent Supportive	0 DU
Retail	General Retail	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
Medical Office		42.000 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

Analysis Results			
Total Employees: 126			
Total Population: 0			
Proposed Project		With Mitigation	
914	Daily Vehicle Trips	914	Daily Vehicle Trips
6,107	Daily VMT	6,107	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
7.4	Work VMT per Employee	7.4	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 (\$) / Employees eligible (%)	50	50
	Parking cash-out	Daily parking charge (\$)	0%	0%
	Price workplace parking	Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	50	50

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations	
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%) / Existing transit mode share (as a percent of total daily trips) (%) / Lines within project site improved (5-10% -> 50%)	0%	0%
	Implement neighborhood shuttles	Degree of implementation (low, medium, high) / Employees and residents eligible (%)	0	0
	Transit subsidies	Amount of transit subsidy per passenger (daily equivalent) (\$)	0%	0%
			\$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	
Commuter Trip Reductions	Requested commute program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%) / Type of program	0%	0%
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%) / 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) / Within 200 feet of existing bike share station - OR - implementing new bike share station (Yes/No)	0	0
	Bike share	Level of implementation (Low, Medium, High)	0	0
	School carpool program		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)	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 (No) / Intersections with traffic calming improvements (No)	0%	0%
			0%	0%
	Pedestrian network improvements	Included within project and connecting off-site/within project code	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Date: January 24, 2021
 Project Name: Kaiser LAMC
 Project Scenario: Alternate 4
 Project Address: 4867 W SUNSET BLVD, 90027



Version 1.2

Report 3: TDM Outputs

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	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	0.00%	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	0.6%	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 sections 1 - 2
	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	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	3%	
MAX. TDM EFFECT	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	

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

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: January 24, 2021

Project Name: Kaiser LAMC

Project Scenario: Alternate 4

Project Address: 4867 W SUNSET BLVD, 90027



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.3	0	0
Home Based Other Production	0	0.0%	0	4.8	0	0
Non-Home Based Other Production	276	-15.2%	234	7.6	2,098	1,778
Home-Based Work Attraction	183	-34.4%	120	8.4	1,537	1,008
Home-Based Other Attraction	782	-49.4%	396	5.6	4,379	2,218
Non-Home Based Other Attraction	276	-15.2%	234	6.7	1,849	1,568

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	-7.1%	0	0	-7.1%	0	0
Home Based Other Production	-7.1%	0	0	-7.1%	0	0
Non-Home Based Other Production	-7.1%	217	1,652	-7.1%	217	1,652
Home-Based Work Attraction	-7.1%	112	937	-7.1%	112	937
Home-Based Other Attraction	-7.1%	368	2,061	-7.1%	368	2,061
Non-Home Based Other Attraction	-7.1%	217	1,457	-7.1%	217	1,457

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 126

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	0	0
<i>Total Home Based Work Attraction VMT</i>	937	937
<i>Total Home Based VMT Per Capita</i>	0.0	0.0
<i>Total Work Based VMT Per Employee</i>	7.4	7.4