Appendix W

Alternatives Transportation Memo

FEHR PEERS

Draft Technical Memorandum

Date: November 19, 2021

To: Brad Napientek, Eyestone Environmental

From: Rachel Om and Tom Gaul

Subject: Analysis of 1360 N Vine Street Project Alternatives

LA16-2875

1. Introduction

Fehr & Peers conducted a study to evaluate the potential transportation impacts of the proposed project located at 1360 North Vine Street (Project/Project Site), between De Longpre Avenue and Afton Place in the City of Los Angeles. The study included an evaluation of a Residential Option, with bungalows rehabilitated as high-turnover restaurant or residential units, and an Office Option, with bungalows rehabilitated as quality restaurant or residential units, for the Project. The findings are documented in a Draft Transportation Assessment (TA) dated November 2021[1].

This technical memorandum documents the assumptions, methodologies, and findings of a vehicle miles traveled (VMT) analysis and freeway safety impact analysis for seven proposed alternatives (Alternatives), which include three Residential Option alternatives (Residential Alternatives) and four Office Option alternatives (Office Alternatives). The seven Project Alternatives were analyzed with methodologies based on the City's CEQA transportation thresholds of significance, LADOT's *Transportation Assessment Guidelines* (TAG)[2], and LADOT's interim guidance on freeway safety analysis[3]. This memorandum provides a description of each Project Alternative and the methodology and findings for the freeway safety analysis and VMT analysis. References to the TA are made throughout the memorandum to draw comparisons between the Project and the Project Alternatives.

[1] Fehr & Peers, *1360 North Vine Street Project Transportation Assessment Draft*, July 2021.
[2] Los Angeles Department of Transportation, *Transportation Assessment Guidelines*, July 2020.
[3] Los Angeles Department of Transportation, *LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis*, May 2020.

2. Description of Project Alternatives

Residential Option Alternatives

In addition to the "No Project" Residential Alternative, two Residential Alternatives were evaluated to determine their potential impacts on the surrounding transportation system compared to the Residential Option. The Residential Alternatives to the Residential Option are described below and summarized in **Table 1**:

- **Residential Alternative 1 – No Project/No Build**: Under the "No Project/No Build" Residential Alternative, no new development would occur within the Project Site. The Project Site would continue to be occupied with the existing mix of commercial, office, and residential uses.

- **Residential Alternative 2 – Reduced Density and FAR Alternative**: Residential Alternative 2 would reduce the density and FAR of the Residential Option by 25%. Residential Alternative 2 would involve the development of a high-rise, 24-story mixed-use building, consisting of 322 residential units, a 41,250-square-foot grocery store, 3,750 square feet for retail uses, and 6,741 square feet for restaurant uses. Overall, Residential Alternative 2 would be comprised of 363,315.75 square feet of floor area for a 4.48 FAR. The footprint of Residential Alternative 2 would be 25% less than that of the Residential Option.

  In accordance with LAMC requirements, Residential Alternative 2 would require and provide 517 vehicle parking spaces within three subterranean levels: 426 vehicle parking spaces would be required and provided for residential uses and 91 vehicle parking spaces would be required and provided for commercial uses. In accordance with LAMC requirements and City Ordinance No. 185,480, Residential Alternative 2 would require and provide a total of 224 bicycle parking spaces: 172 bicycle parking spaces would be required and provided for residential uses and 52 bicycle parking spaces would be required and provided for commercial uses.

- **Residential Alternative 3 – Development in Accordance with Existing Zoning and Hollywood Community Plan Update Alternative**: Residential Option Alternative 3 would be developed consistent with both the existing zoning designations for the Project Site (i.e., C4-2D-SN, (T)(Q) C2-2D, R4-2D, and R3-1XL) and the proposed zoning under the Hollywood Community Plan Update and would utilize the Transit Oriented Communities (TOC) Affordable Housing Incentive Tier 3 Program. Where either the zoning or Hollywood Community Plan Update is more restrictive than the other (e.g., with respect to density or FAR), the more restrictive standards have been applied. Residential Alternative 3 would involve the development of a high-rise, 8-story mixed-use building, consisting of 422 residential units, 40,000 square feet of grocery store uses, and 3,000 square feet of retail or restaurant uses. In accordance with TOC Tier 3 guidelines, Residential Alternative 3 would designate 14 percent of the residential units (i.e., 60 units) as Very Low Income affordable units. Overall, Residential Alternative 3 would comprise 345,937.50 square feet of floor area

for a 3.86 FAR. The footprint of Residential Alternative 3 would be 29% less than that of the Residential Option.

In accordance with LAMC requirements, Residential Alternative 3 would require and provide 275 vehicle parking spaces within two subterranean levels: 214 vehicle parking spaces would be required and provided for residential uses and 61 vehicle parking spaces would be required and provided for commercial uses after accounting for a reduction in accordance with TOC Tier 3 development standards. In accordance with LAMC requirements and City Ordinance No. 185,480, Residential Alternative 3 would require and provide a total of 244 bicycle parking spaces: 201 bicycle parking spaces would be required and provided for residential uses and 44 bicycle parking spaces would be required and provided for commercial uses.

Office Option Alternatives

In addition to the "No Project" Office Alternative, three Office Alternatives were evaluated to determine their potential impacts on the surrounding transportation system compared to the Project. The Office Alternatives to the Office Option are described below and summarized in **Table 2**:

- **Office Alternative 1 – No Project/No Build**: Under the "No Project/No Build" Office Alternative, no new development would occur within the Project Site. The Project Site would continue to be occupied with the existing mix of commercial, office, and residential uses.

- **Office Alternative 2 – Reduced Density and FAR Alternative:** Office Alternative 2 would reduce the density and FAR of the Office Option by 25%. Office Alternative 2 would involve the development of a 14-story mixed-use building, consisting of 347,152.5 square feet of office, 6,000 square feet of quality restaurant, and 8,988 square feet of bungalows rehabilitated as 9 residential units. Office Alternative 2 would provide 724 vehicle parking stalls in seven subterranean levels. Overall, Office Alternative 2 would comprise 362,140.5 square feet of floor area for a 4.47 FAR. The footprint of Office Alternative 2 would be 25% less than that of the Office Option.

- **Office Alternative 3 – Development in Accordance with Existing Zoning Alternative:** Office Alternative 3 would be developed consistent with the existing zoning designation for the Project Site. Office Alternative 3 would involve the development of 55,000 square feet of office and 8,988 square feet of bungalows rehabilitated as 9 residential units. Office Alternative 3 would provide 110 vehicle parking stalls in an above-grade structure. Overall, Office Alternative 3 would comprise 63,988 square feet of floor area for a 2.0 FAR. The footprint of Office Alternative 3 would be 87% less than that of the Office Option.

- **Office Alternative 4 - Development in Accordance with Hollywood Community Plan Update Alternative:** Office Alternative 4 would be developed in accordance with the Hollywood Community Plan update. Office Alternative 4 would involve the development of 151,490 square feet of office, 13,562 square feet of quality restaurant, and bungalows retained as 9 residential units. Office Alternative 4 would provide 355 vehicle parking stalls in two subterranean levels. Overall, Office Alternative 4 would comprise 165,052.8 square

feet of floor area for a 2.15 FAR. The footprint of Office Alternative 4 would be 64% less than that of the Office Option.

3. Vehicle Miles Traveled Analysis of Project Alternatives

VMT Impact Criteria

As described in Chapter 3.2 of the TA, the Project was analyzed using the City's analysis procedures and Version 1.2 of the City of Los Angeles' VMT Calculator. Office Alternative 3 is screened out from VMT analysis because this Alternative is estimated to result in a net increase of less than 250 daily trips and therefore presumed to have a less than significant VMT impact. Residential Alternatives 2 and 3 and Office Alternatives 2 and 4 were analyzed for potential significant impacts under the following criteria:

- For residential projects, a development project may have a potential significant impact if it generates daily household VMT per capita exceeding 15% below the existing average daily household VMT per capita for the Area Planning Commission (APC) area in which the project is located (see table below). This criterion was used for the residential component of Residential Alternatives 2 and 3 and Office Alternatives 2 and 4.

- For office projects, a development project may have a potential significant impact if it generates daily work VMT per employee exceeding 15% below the existing average daily work VMT per employee for the APC in which the project is located (see the table below). This criterion was used for the office component of Offices Alternatives 2 and 4.

- Local-serving retail development tends to shorten trips and reduce VMT whereas regional-serving retail development can lead to substitution of longer trips for shorter ones and could increase VMT. In the latter case, any net increase in VMT is considered to be significant. Local-serving is defined as retail uses less than 50,000 square feet. The proposed retail components of Residential Alternative 3 and Office Alternatives 2 and 4 are less than 50,000 square feet and therefore considered to be local-serving and screened out from further retail VMT analysis. The proposed retail components of Residential Alternative 2 are more than 50,000 square feet and were therefore analyzed to determine whether they may increase overall area VMT.

- For mixed-use projects, reductions in daily trips and VMT due to internal capture between the project's land uses should be considered, after which the impact criteria above are applied to each individual land use.

VMT Impact Criteria (15% Below APC Average)

Area Planning Commission	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

The Project is located in the Central APC.

Per the TAG, a project could have a significant cumulative impact on VMT if the project has both a significant project-level impact as determined above and is not consistent with the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS) in terms of development location, density, and intensity.

VMT Impact Analysis

Per the City's procedures, daily household VMT per capita and daily work VMT per employee were estimated using Version 1.2 of the City's VMT Calculator tool for each Project Alternative[4]. As described in Chapter 3.2 of the Transportation Assessment, the VMT Calculator allows for the selection of a wide variety of potential land uses including the residential, office, retail and restaurant uses proposed as part of the Project and the Project Alternatives.

Residential Option Alternatives

Figures 1 and **2** present the City's VMT Calculator dashboard as analyzed for Residential Alternatives 2 and 3, respectively. **Table 3** compares the VMT results for the Residential Option with the three Residential Alternatives. The Residential Option with bungalows rehabilitated as

[4] Although the latest version of the City's VMT Calculator tool is Version 1.3, the Project Alternatives were analyzed using Version 1.2 for consistency with the analysis completed for the Residential and Office Options in the Transportation Assessment.

residential units is estimated to produce a total of 4,911 daily vehicle trips and a total daily VMT of 31,026. The Residential Option with bungalows rehabilitated as high-turnover restaurant is estimated to produce a total of 5,371 daily vehicle trips and a total daily VMT of 34,090. Each of the Residential Alternatives is estimated to generate less daily vehicle trips and less daily VMT than the Residential Option. Residential Alternative 2 is estimated by the Calculator to produce a total of 4,034 daily vehicle trips and a total daily VMT of 25,602. Residential Alternative 3 is estimated by the Calculator to produce a total of 3,949 daily vehicle trips and a total daily VMT of 24,723.

Residential VMT

As indicated in **Figure 1** and **2**, the daily residential VMT per capita is estimated at 5.6 for Residential Alternatives 2 and 3, below the threshold of 6.0 for the Central APC. Residential Alternative 1 would not have a VMT impact since there would be no new development on the Project Site. Therefore, none of the Residential Alternatives would have a significant impact on residential VMT per capita. Additional details regarding the VMT analysis are available in **Attachment A**.

Work VMT

The daily work VMT per employee metric is not applicable to the Residential Alternatives as no office uses are proposed.

Retail VMT

The proposed retail components of Residential Alternative 3 are less than 50,000 square feet and therefore considered to be local-serving and were screened out from further retail VMT analysis.

The proposed retail components of Residential Alternative 2 are more than 50,000 square feet and were therefore analyzed to determine whether they may increase overall area VMT. Residential Alternative 2 proposes 51,741 square feet of retail uses, which just exceeds the 50,000 square feet threshold for local-serving retail and is 25% less than the 68,988 square feet of retail uses proposed by the Residential Option. As described in Chapter 3.2 of the Transportation Assessment and in accordance with the City's TAG, the Residential Option with bungalows rehabilitated as high-turnover restaurant was evaluated using the City's travel demand forecasting model. The City's model estimated a net decrease in daily miles on the roadway network when the Residential Option's retail components were added to the model. This decrease in VMT suggested that the addition of the proposed retail uses in the Residential Option would shorten trips and thus the retail impact on VMT would not be significant. Given that the Residential Option's retail impact on area VMT is estimated to not be significant and Residential Alternative 2 proposes 25% less retail uses than the Residential Option, the retail impact on VMT for Residential Alternative 2 would not be significant.

Office Option Alternatives

Figures 3, **4**, and **5** present the City's VMT Calculator dashboard as analyzed for Office Alternatives 2, 3, and 4, respectively. **Table 4** compares the residential and work VMT results for the Office Option with the four Office Alternatives. The Office Option with bungalows rehabilitated as residential is estimated to produce a total of 2,972 daily vehicle trips and a total daily VMT of 21,539. The Office Option with bungalows rehabilitated as high-turnover restaurant is estimated to produce a total of 3,534 daily vehicle trips and a total daily VMT of 25,389. Each of the Office Alternatives is estimated to generate less daily vehicle trips and less daily VMT than the Office Option. Office Alternative 2 is estimated by the Calculator to produce a total of 2,204 daily vehicle trips and a total daily VMT of 16,066. Office Alternative 3 is estimated by the Calculator to produce a total of 363 daily vehicle trips and a total daily VMT of 2,627. Office Alternative 4 is estimated by the Calculator to produce a total of 1,680 daily vehicle trips and a total daily VMT of 11,825.

Residential VMT

As indicated in **Figure 3** and **5**, the daily residential VMT per capita is estimated at 3.3 for Office Alternative 2 and Office Alternative 4; both are below the threshold of 6.0 for the Central APC. Office Alternative 1 would not have a VMT impact since there would be no new development on the Project Site, and Office Alternative 3 would not have a VMT impact as it is screened out from VMT analysis. Therefore, none of the Office Alternatives would have a significant impact on residential VMT per capita. Additional details regarding the VMT analysis are available in **Attachment A**.

Work VMT

The daily work VMT per employee is estimated at 5.2 for Office Alternative 2 and 5.9 for Office Alternative 4. Like the Office Option, Office Alternatives 2 and 4 daily work VMT per employee are all below the threshold of significance for the Central APC of 7.6 work VMT per employee. Office Alternative 1 would not have a VMT impact since there would be no new development on for the Project Site, and Office Alternative would not have a VMT impact as it is screened out from VMT analysis. Thus, none of the Project Alternatives would have a significant impact on work VMT per employee. Additional details regarding the analysis are available in **Attachment A**.

Retail VMT

The proposed retail components of Office Alternatives 2 and 4 are less than 50,000 square feet and therefore considered to be local-serving and were screened out from further retail VMT analysis. Office Alternative 3 does not propose any retail uses and is screened out from VMT analysis.

4. Freeway Safety Impact Analysis

Residential Option Alternatives

As described in Chapter 3.4 of the TA, the Residential Option is not projected to add 25 or more trips to any freeway off-ramp in either peak hour. Residential Alternative 1 would not have a freeway safety impact as new development would not occur on the Project Site and therefore would not generate any new trips that add to the off-ramp queue. Since Residential Alternatives 2 and 3 would reduce the overall floor area compared to the Residential Option, Residential Alternatives 2 and 3 are also not projected to add 25 or more trips to any freeway off-ramp in either peak hour and are not projected to have a freeway safety impact.

Office Option Alternatives

As described in Chapter 3.4 of the TA, the Office Option is projected to have a significant safety impact on the US-101 Northbound Off-ramp to Sunset Boulevard in Future Year 2027 as it is projected to add more than two car lengths (50 feet) to a queue that is projected to extend past the ramp capacity with a speed differential greater than 30 mph from the mainline freeway. The Office Option proposes the addition of a protected-permitted left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue which would mitigate the potential safety issue at the US-101 Northbound Off-ramp to Sunset Boulevard to a less than significant level. Office Alternative 1 would not have a freeway safety impact as new development would not occur on the Project Site and therefore would not generate any new trips that add to the off-ramp queue. Since Office Alternatives 2, 3, and 4 would reduce the overall floor area compared to the Office Option, Office Alternatives 2, 3, and 4 would generate less peak hour trips than the Office Option. Therefore, even if Office Alternatives 2, 3, and 4 were projected to have a significant safety impact on the US-101 Northbound Off-ramp to Sunset Boulevard, the implementation of the mitigation identified for the Office Option would also reduce the impacts of Office Alternatives 2, 3, and 4 to a less than significant level.

5. Summary and Conclusions

This study was undertaken to analyze the potential VMT and freeway safety impacts of three Residential Alternatives and four Office Alternatives to the proposed Project at 1360 North Vine Street. The following summarizes the conclusions of this analysis:

- Based on the Residential and Office Alternatives' mix of land uses, location and other characteristics, and similar to the Project, all Alternatives are projected to have less than significant VMT impacts for the residential, office, and retail land uses.
- A freeway safety analysis was conducted for the US-101 Southbound Off-ramp to Sunset Boulevard for the Office Alternatives. Since the Residential Option is not projected to add 25 or more trips to any freeway off-ramp in either peak hour, the Residential Alternatives were also not projected to add 25 or more trips to any freeway off-ramp in either peak hour. Office Alternative 1 would not have a freeway safety impact as new development would not occur on the Project Site and therefore would not generate any new trips that add to the off-ramp queue. Since Office Alternatives 2, 3, and 4 would reduce the overall floor area compared to the Office Option, Office Alternatives 2, 3, and 4 would generate less peak hour trips than the Office Option. Therefore, even if Office Alternatives 2, 3, and 4 were projected to have a significant safety impact on the US-101 Northbound Off-ramp to Sunset Boulevard, the implementation of the mitigation identified for the Office Option would also reduce the impacts of Office Alternatives 2, 3, and 4 to a less than significant level.

TABLE 1
1360 N VINE STREET PROJECT
RESIDENTIAL OPTION AND RESIDENTIAL ALTERNATIVES - SUMMARY OF PROPOSED LAND USES

Land Use	Units	Residential Option (bungalows as residential)	Residential Option (bungalows as restaurant)	Residential Alternative 2	Residential Alternative 3
Residential	dwelling units	429	429	322	422
Grocery	ksf	55	55	41.25	40
General Retail	ksf	5	5	3.75	0
High-Turnover Restaurant	ksf	8.988	0	6.741	3

TABLE 2
1360 N VINE STREET PROJECT
OFFICE OPTION AND OFFICE ALTERNATIVES - SUMMARY OF PROPOSED LAND USES

Land Use	Units	Office Option (bungalows as residential)	Office Option (bungalows as restaurant)	Office Alternative 2	Office Alternative 3	Office Alternative 4
Office	ksf	463.521	463.521	347.153	55	151.49
Residential	dwelling units	9	0	9	9	9
Quality Restaurant	ksf	11.914	20.902	6	0	13.562

TABLE 3
1360 N VINE STREET PROJECT
RESIDENTIAL OPTION AND RESIDENTIAL ALTERNATIVES COMPARISON
DAILY HOUSEHOLD VMT PER CAPITA

Project Option/Alternative	Daily VMT	Daily Vehicle Trips	Daily Household VMT per Capita	Daily Household VMT per Capita Impact?
Residential Option (bungalows as residential)	31,026	4,911	5.6	No
Residential Option (bungalows as restaurant)	34,090	5,371	5.6	No
Residential Alternative 1	N/A	N/A	N/A	No
Percent Change: Alt 1 vs. Residential Option (bungalows as residential)	N/A	N/A	N/A	
Percent Change: Alt 1 vs. Residential Option bungalows as restaurant)	N/A	N/A	N/A	
Residential Alternative 2	25,602	4,034	5.6	No
Percent Change: Alt 2 vs. Residential Option (bungalows as residential)	-17%	-18%	0%	
Percent Change: Alt 2 vs. Residential Option (bungalows as restaurant)	-25%	-25%	0%	
Residential Alternative 3	24,723	3,949	5.6	No
Percent Change: Alt 3 vs. Residential Option (bungalows as residential)	-20%	-20%	0%	
Percent Change: Alt 3 vs. Residential Option (bungalows as restaurant)	-27%	-26%	0%	

TABLE 4
1360 N VINE STREET PROJECT
OFFICE OPTION AND OFFICE ALTERNATIVES COMPARISON
DAILY HOUSEHOLD VMT PER CAPITA AND DAILY WORK VMT PER EMPLOYEE

Project Option/Alternative	Daily VMT	Daily Vehicle Trips	Daily Household VMT per Capita	Daily Household VMT per Capita Impact?	Daily Work VMT per Employee	Daily Work VMT per Employee Impact?
Office Option (bungalows as residential)	21,539	2,972	3.0	No	4.9	No
Office Option (bungalows as restaurant)	25,389	3,534	N/A	No	5.2	No
Office Alternative 1	N/A	N/A	N/A	No	N/A	No
Percent Change: Alt 1 vs. Office Option (bungalows as residential)	N/A	N/A	N/A		N/A	
Percent Change: Alt 1 vs. Office Option (bungalows as restaurant)	N/A	N/A	N/A		N/A	
Office Alternative 2	16,066	2,204	3.3	No	5.2	No
Percent Change: Alt 2 vs. Office Option (bungalows as residential)	-25%	-26%	10%		6%	
Percent Change: Alt 2 vs. Office Option (bungalows as restaurant)	-37%	-38%	N/A		0%	
Office Alternative 3	2,627	363	N/A*	No	N/A*	No
Percent Change: Alt 3 vs. Office Option (bungalows as residential)	-88%	-88%	N/A		N/A	
Percent Change: Alt 3 vs. Office Option (bungalows as restaurant)	-90%	-90%	N/A		N/A	
Office Alternative 4	11,825	1,680	3.3	No	5.9	No
Percent Change: Alt 4 vs. Office Option (bungalows as residential)	-45%	-43%	10%		20%	
Percent Change: Alt 4 vs. Office Option (bungalows as restaurant)	-53%	-52%	N/A		13%	

*Note: Office Alternative 3 is screened out from VMT analysis as it is estimated to result in a net increase of less than 250 daily trips and therefore presumed to have a less than significant VMT impact.

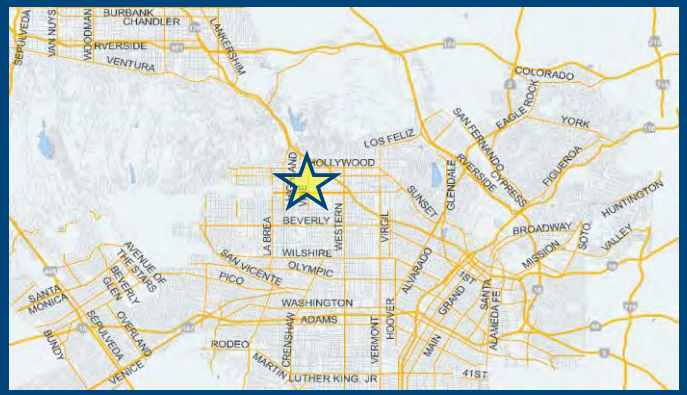
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 1360 N Vine

Scenario: Residential Option: Alternative 2

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	322	DU
Retail | Supermarket	41.25	ksf
Retail | General Retail	3.75	ksf
Retail | High-Turnover Sit-Down Restaurant	6.741	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

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

100 city code parking provision for the project site

689 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

150 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

25 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
4,034 Daily Vehicle Trips	**4,034** Daily Vehicle Trips
25,602 Daily VMT	**25,602** Daily VMT
5.6 Household VMT per Capita	**5.6** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

Figure 1

VMT Calculator Results for Residential Alternative 2

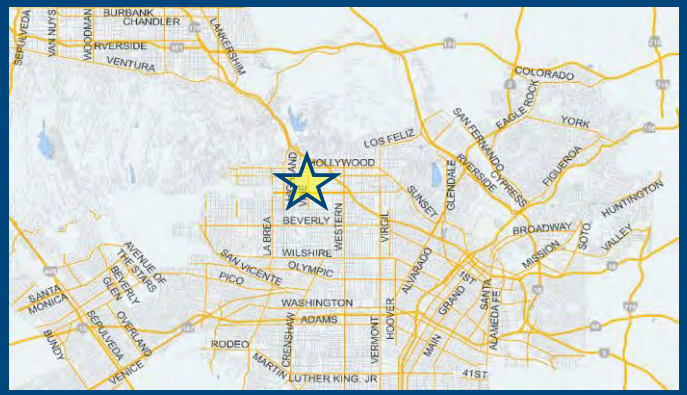
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 1360 N Vine

Scenario: Residential Option: Alternative 3

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	422	DU
Retail | Supermarket	40	ksf
Retail | High-Turnover Sit-Down Restaurant	3	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

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

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

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
3,949 Daily Vehicle Trips	**3,949** Daily Vehicle Trips
24,723 Daily VMT	**24,723** Daily VMT
5.6 Household VMT per Capita	**5.6** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

Figure 2

VMT Calculator Results for Residential Alternative 3

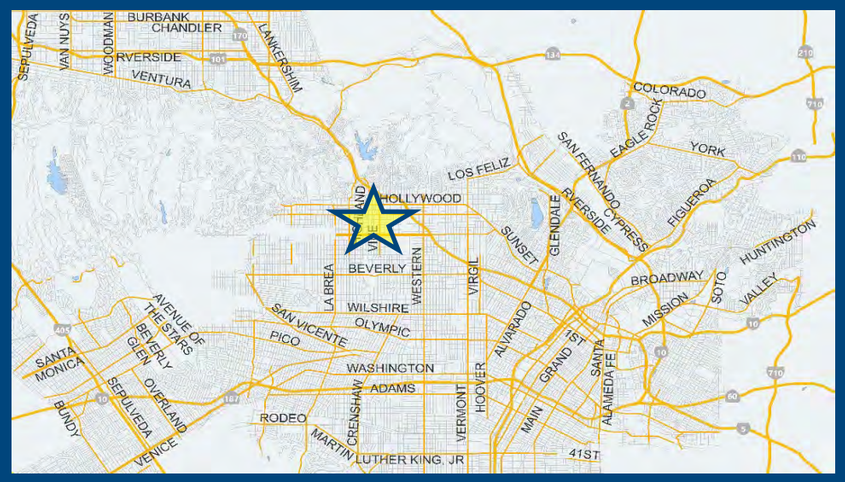
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 1360 N Vine

Scenario: Office Option: Alternative 2

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Retail | Quality Restaurant	6	ksf
Office | General Office	347.153	ksf
Housing | Single Family	9	DU

TDM Strategies

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

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

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
100 — city code parking provision for the project site
1600 — actual parking provision for the project site

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

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 — percent of employees eligible

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

Residential Area Parking Permits
200 — 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
2,204 Daily Vehicle Trips	**2,204** Daily Vehicle Trips
16,066 Daily VMT	**16,066** Daily VMT
3.3 Household VMT per Capita	**3.3** Household VMT
5.2 Work VMT per Employee	**5.2** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

Figure 3

VMT Calculator Results for Office Alternative 2

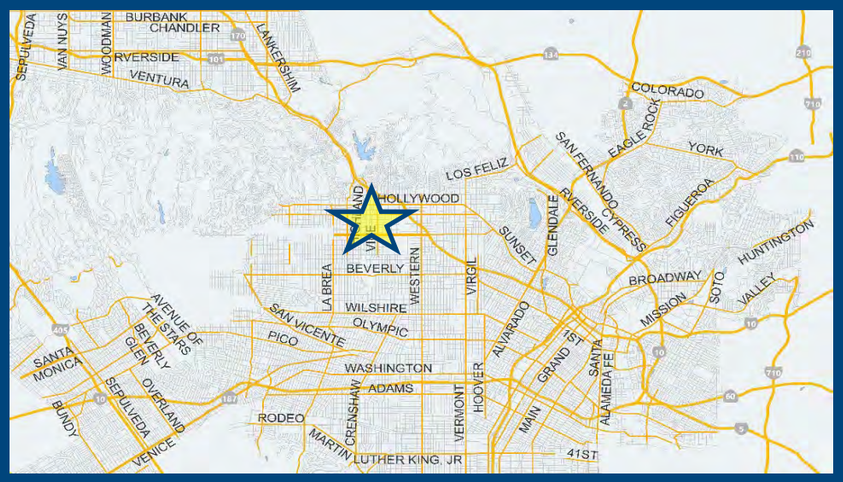
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 1360 N Vine

Scenario: Office Option: Alternative 3

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Office | General Office	55	ksf
Housing | Single Family	9	DU

TDM Strategies

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

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

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
100 — city code parking provision for the project site
1600 — actual parking provision for the project site

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

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 — percent of employees eligible

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
363 Daily Vehicle Trips	**363** Daily Vehicle Trips
2,627 Daily VMT	**2,627** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 6.0 15% Below APC	**Household: N/A** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

Figure 4

VMT Calculator Results for Office Alternative 3

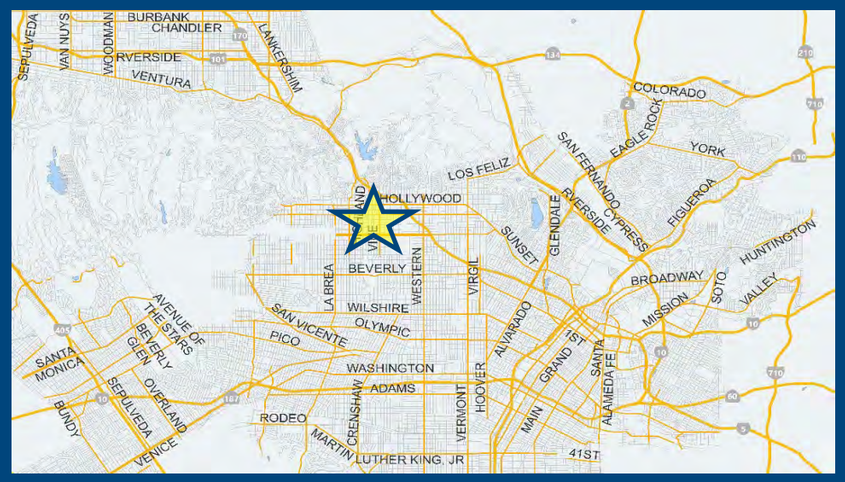
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 1360 N Vine

Scenario: Office Option: Alternative 4

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Retail | Quality Restaurant	13.562	ksf
Office | General Office	151.49	ksf
Housing | Single Family	9	DU

TDM Strategies

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

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

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
100 — city code parking provision for the project site
1600 — actual parking provision for the project site

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

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 — percent of employees eligible

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,680 Daily Vehicle Trips	**1,680** Daily Vehicle Trips
11,825 Daily VMT	**11,825** Daily VMT
3.3 Household VMT per Capita	**3.3** Household VMT
5.9 Work VMT per Employee	**5.9** 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

Measuring the Miles

Figure 5

VMT Calculator Results for Office Alternative 4

Attachment A:
VMT Analysis Worksheets

FEHR PEERS

Residential Alternative 2

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: 1360 N Vine

Scenario: Residential Option: Alternative 2 www

Address: 1360 N VINE ST, 90028

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
Office | General Office		ksf
Retail | General Retail	8	ksf
Office | General Office	21.6	ksf

☐ 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
Retail | High-Turnover Sit-Down Restaurant		ksf
Housing | Multi-Family	322	DU
Retail | Supermarket	41.25	ksf
Retail | General Retail	3.75	ksf
Retail | High-Turnover Sit-Down Restaurant	6.741	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 Project
352 Daily Vehicle Trips	4,085 Daily Vehicle Trips
2,443 Daily VMT	25,924 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	3,733 Net Daily Trips
The net increase in daily VMT ≤ 0	23,481 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	51.741 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

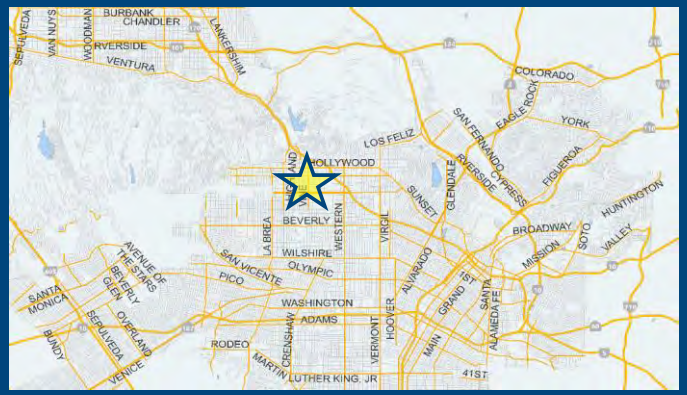
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 1360 N Vine

Scenario: Residential Option: Alternative 2

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	322	DU
Retail | Supermarket	41.25	ksf
Retail | General Retail	3.75	ksf
Retail | High-Turnover Sit-Down Restaurant	6.741	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

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

100 city code parking provision for the project site

689 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

150 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

25 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
4,034 Daily Vehicle Trips	**4,034** Daily Vehicle Trips
25,602 Daily VMT	**25,602** Daily VMT
5.6 Household VMT per Capita	**5.6** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

8/5/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 5, 2021
Project Name: 1360 N Vine
Project Scenario: Residential Option: Alternative 2
Project Address: 1360 N VINE ST, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	322	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	3.750	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	41.250	ksf
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	6.741	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 5, 2021
Project Name: 1360 N Vine
Project Scenario: Residential Option: Alternative 2
Project Address: 1360 N VINE ST, 90028

Version 1.2

Analysis Results			
Total Employees: 199 Total Population: 726			
Proposed Project		***With Mitigation***	
4,034	**Daily Vehicle Trips**	**4,034**	**Daily Vehicle Trips**
25,602	**Daily VMT**	**25,602**	**Daily VMT**
5.6	**Household VMT per Capita**	**5.6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

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*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*Employees eligible (%)*	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

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 (%)*	*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: August 5, 2021
Project Name: 1360 N Vine
Project Scenario: Residential Option: Alternative 2
Project Address: 1360 N VINE ST, 90028

Version 1.2

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	0.6%	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	*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	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 5, 2021
Project Name: 1360 N Vine
Project Scenario: Residential Option: Alternative 2
Project Address: 1360 N VINE ST, 90028

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	436	-49.5%	220	7.4	3,226	1,628
Home Based Other Production	1,168	-53.7%	541	4.6	5,373	2,489
Non-Home Based Other Production	1,086	-16.8%	904	7.4	8,036	6,690
Home-Based Work Attraction	289	-51.6%	140	8.5	2,457	1,190
Home-Based Other Attraction	2,703	-52.8%	1,276	5.8	15,677	7,401
Non-Home Based Other Attraction	1,203	-16.5%	1,004	6.5	7,820	6,526

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	-1.2%	217	1,608	-1.2%	217	1,608
Home Based Other Production	-1.2%	534	2,458	-1.2%	534	2,458
Non-Home Based Other Production	-1.2%	893	6,607	-1.2%	893	6,607
Home-Based Work Attraction	-1.2%	138	1,175	-1.2%	138	1,175
Home-Based Other Attraction	-1.2%	1,260	7,309	-1.2%	1,260	7,309
Non-Home Based Other Attraction	-1.2%	992	6,445	-1.2%	992	6,445

MXD VMT Methodology Per Capita & Per Employee

Total Population: 726
Total Employees: 199
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**4,066**	**4,066**
Total Home Based Work Attraction VMT	**1,175**	**1,175**
Total Home Based VMT Per Capita	**5.6**	**5.6**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Residential Alternative 3

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: 1360 N Vine

Scenario: Residential Option: Alternative 3 WWW

Address: 1360 N VINE ST, 90028

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
Office | General Office		ksf
Retail | General Retail	8	ksf
Office | General Office	21.6	ksf

☐ 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 | Single Family		DU
Housing | Multi-Family	422	DU
Retail | Supermarket	40	ksf
Retail | High-Turnover Sit-Down Restaurant	3	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 Project
352 Daily Vehicle Trips	3,999 Daily Vehicle Trips
2,443 Daily VMT	25,035 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	3,647 Net Daily Trips
The net increase in daily VMT ≤ 0	22,592 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	43.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

8/5/2021

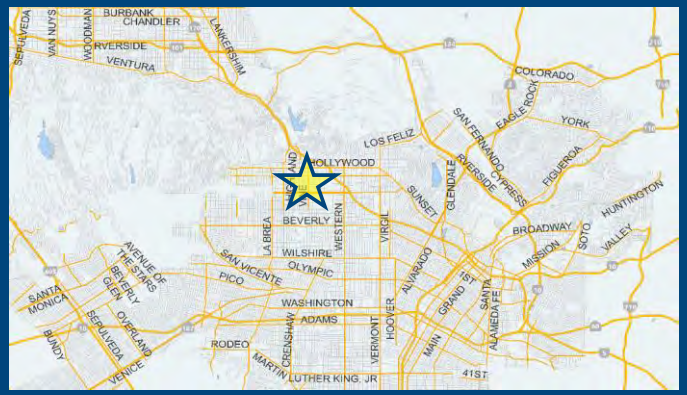
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 1360 N Vine

Scenario: Residential Option: Alternative 3

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	422	DU
Retail | Supermarket	40	ksf
Retail | High-Turnover Sit-Down Restaurant	3	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

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

100 city code parking provision for the project site

689 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

150 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

25 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
3,949 Daily Vehicle Trips	**3,949** Daily Vehicle Trips
24,723 Daily VMT	**24,723** Daily VMT
5.6 Household VMT per Capita	**5.6** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

8/5/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 5, 2021
Project Name: 1360 N Vine
Project Scenario: Residential Option: Alternative 3
Project Address: 1360 N VINE ST, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	422	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	40.000	ksf
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	3.000	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 5, 2021
Project Name: 1360 N Vine
Project Scenario: Residential Option: Alternative 3
Project Address: 1360 N VINE ST, 90028

Version 1.2

Analysis Results

Total Employees: 172
Total Population: 951

Proposed Project		*With Mitigation*	
3,949	**Daily Vehicle Trips**	**3,949**	**Daily Vehicle Trips**
24,723	**Daily VMT**	**24,723**	**Daily VMT**
5.6	**Household VMT per Capita**	**5.6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

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*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*Employees eligible (%)*	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

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 (%)*	*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: August 5, 2021
Project Name: 1360 N Vine
Project Scenario: Residential Option: Alternative 3
Project Address: 1360 N VINE ST, 90028

Version 1.2

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	0.6%	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	*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	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 5, 2021
Project Name: 1360 N Vine
Project Scenario: Residential Option: Alternative 3
Project Address: 1360 N VINE ST, 90028

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	571	-49.0%	291	7.4	4,225	2,153
Home Based Other Production	1,530	-53.4%	713	4.6	7,038	3,280
Non-Home Based Other Production	954	-16.8%	794	7.4	7,060	5,876
Home-Based Work Attraction	249	-53.4%	116	8.5	2,117	986
Home-Based Other Attraction	2,466	-52.9%	1,161	5.8	14,303	6,734
Non-Home Based Other Attraction	1,107	-16.5%	924	6.5	7,196	6,006

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	-1.2%	287	2,126	-1.2%	287	2,126
Home Based Other Production	-1.2%	704	3,239	-1.2%	704	3,239
Non-Home Based Other Production	-1.2%	784	5,803	-1.2%	784	5,803
Home-Based Work Attraction	-1.2%	115	974	-1.2%	115	974
Home-Based Other Attraction	-1.2%	1,147	6,650	-1.2%	1,147	6,650
Non-Home Based Other Attraction	-1.2%	912	5,931	-1.2%	912	5,931

MXD VMT Methodology Per Capita & Per Employee

Total Population: 951
Total Employees: 172
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**5,365**	**5,365**
Total Home Based Work Attraction VMT	**974**	**974**
Total Home Based VMT Per Capita	**5.6**	**5.6**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Office Alternative 2

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

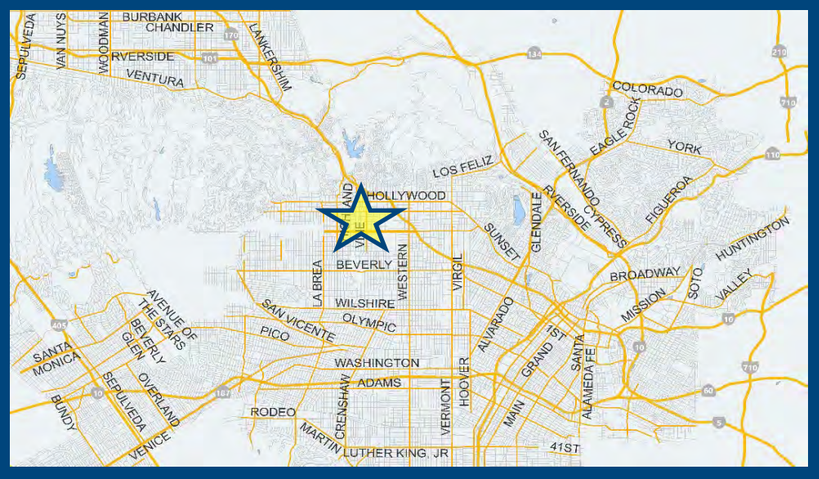
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 1360 N Vine

Scenario: Office Option: Alternative 2

Address: 1360 N VINE ST, 90028



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-

(•) Yes ( ) No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU
Retail | General Retail	8	ksf
Office | General Office	21.6	ksf

☐ 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 | Single Family	9	DU
Retail | Quality Restaurant	6	ksf
Office | General Office	347.153	ksf
Housing | Single Family	9	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
352 Daily Vehicle Trips	2,231 Daily Vehicle Trips
2,443 Daily VMT	16,269 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.	☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,879 Net Daily Trips
The net increase in daily VMT ≤ 0	13,826 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	6.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

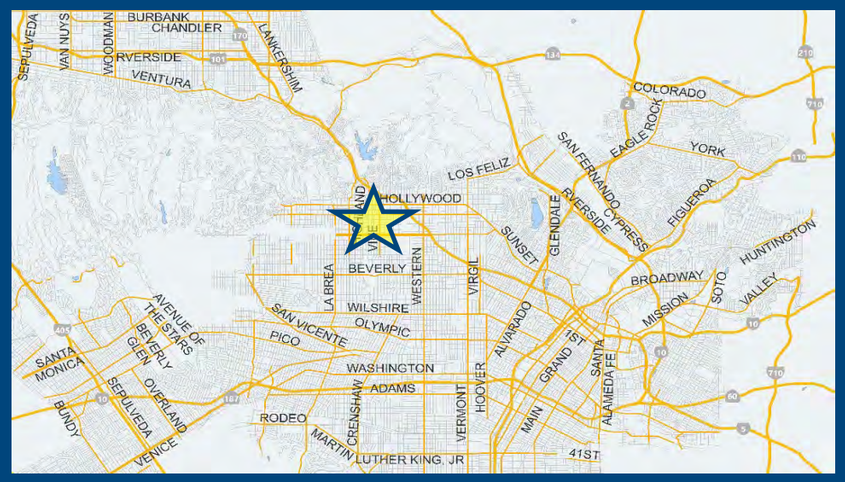
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 1360 N Vine

Scenario: Office Option: Alternative 2

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Retail | Quality Restaurant	6	ksf
Office | General Office	347.153	ksf
Housing | Single Family	9	DU

TDM Strategies

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

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

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
100 — city code parking provision for the project site
1600 — actual parking provision for the project site

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

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 — percent of employees eligible

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,204 Daily Vehicle Trips	**2,204** Daily Vehicle Trips
16,066 Daily VMT	**16,066** Daily VMT
3.3 Household VMT per Capita	**3.3** Household VMT
5.2 Work VMT per Employee	**5.2** 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

Measuring the Miles

11/17/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 2
Project Address: 1360 N VINE ST, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	Single Family	9	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	6.000	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	347.153	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: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 2
Project Address: 1360 N VINE ST, 90028

Version 1.2

Analysis Results			
Total Employees: 1,413 Total Population: 28			
Proposed Project		***With Mitigation***	
2,204	**Daily Vehicle Trips**	**2,204**	**Daily Vehicle Trips**
16,066	**Daily VMT**	**16,066**	**Daily VMT**
3.3	**Household VMT per Capita**	**3.3**	**Household VMT per Capita**
5.2	**Work VMT per Employee**	**5.2**	**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: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 2
Project Address: 1360 N VINE ST, 90028

Version 1.2

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)	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)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 2
Project Address: 1360 N VINE ST, 90028

Version 1.2

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%*	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 2
Project Address: 1360 N VINE ST, 90028

Version 1.2

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
	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	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE 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: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 2
Project Address: 1360 N VINE ST, 90028

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	19	-94.7%	1	7.4	141	7
Home Based Other Production	52	-63.5%	19	4.6	239	87
Non-Home Based Other Production	518	-18.5%	422	7.4	3,833	3,123
Home-Based Work Attraction	1,812	-51.4%	880	8.5	15,402	7,480
Home-Based Other Attraction	1,081	-55.4%	482	5.8	6,270	2,796
Non-Home Based Other Attraction	523	-18.4%	427	6.5	3,400	2,776

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	-1.2%	1	7	-1.2%	1	7
Home Based Other Production	-1.2%	19	86	-1.2%	19	86
Non-Home Based Other Production	-1.2%	417	3,084	-1.2%	417	3,084
Home-Based Work Attraction	-1.2%	869	7,387	-1.2%	869	7,387
Home-Based Other Attraction	-1.2%	476	2,761	-1.2%	476	2,761
Non-Home Based Other Attraction	-1.2%	422	2,741	-1.2%	422	2,741

MXD VMT Methodology Per Capita & Per Employee

Total Population: 28
Total Employees: 1,413
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**93**	**93**
Total Home Based Work Attraction VMT	**7,387**	**7,387**
Total Home Based VMT Per Capita	**3.3**	**3.3**
Total Work Based VMT Per Employee	**5.2**	**5.2**

Office Alternative 3

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

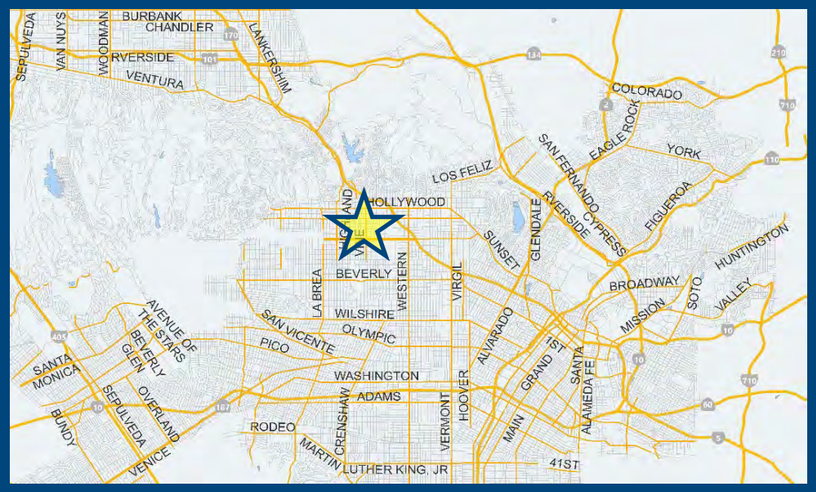
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 1360 N Vine

Scenario: Office Option: Alternative 3

Address: 1360 N VINE ST, 90028



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
Retail | General Retail	8	ksf
Office | General Office	21.6	ksf

☐ 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 | Single Family	9	DU
Housing | Single Family	9	DU
Office | General Office	55	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 Project
352 Daily Vehicle Trips	368 Daily Vehicle Trips
2,443 Daily VMT	2,659 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.	☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	16 Net Daily Trips
The net increase in daily VMT ≤ 0	216 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

Office Alternative 4

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

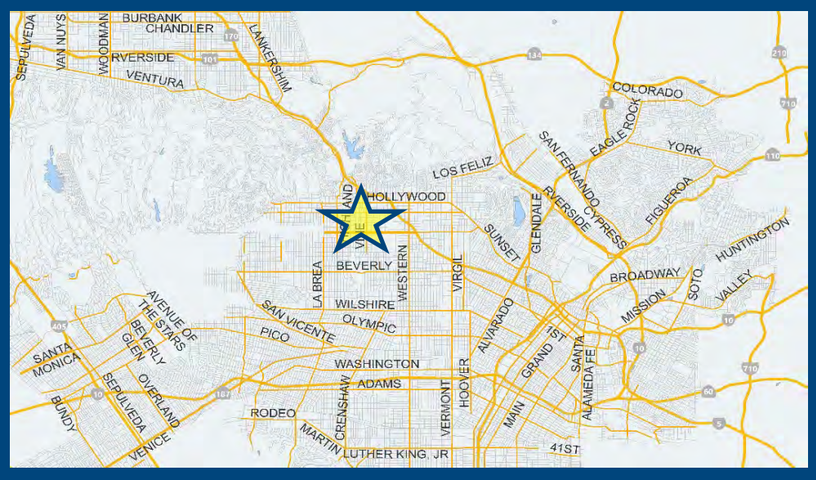
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 1360 N Vine

Scenario: Office Option: Alternative 4

Address: 1360 N VINE ST, 90028



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-

◉ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU
Retail | General Retail	8	ksf
Office | General Office	21.6	ksf

☐ 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 | Single Family	9	DU
Retail | Quality Restaurant	13.562	ksf
Office | General Office	151.49	ksf
Housing | Single Family	9	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
352 Daily Vehicle Trips	1,702 Daily Vehicle Trips
2,443 Daily VMT	11,974 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.	☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,350 Net Daily Trips
The net increase in daily VMT ≤ 0	9,531 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	13.562 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

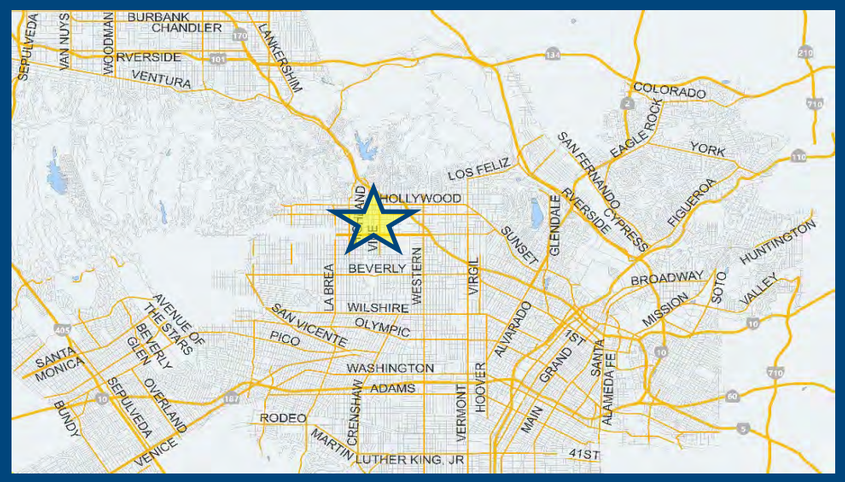
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 1360 N Vine

Scenario: Office Option: Alternative 4

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Retail | Quality Restaurant	13.562	ksf
Office | General Office	151.49	ksf
Housing | Single Family	9	DU

TDM Strategies

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

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

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
100 city code parking provision for the project site
1600 actual parking provision for the project site

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

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,680 Daily Vehicle Trips	**1,680** Daily Vehicle Trips
11,825 Daily VMT	**11,825** Daily VMT
3.3 Household VMT per Capita	**3.3** Household VMT
5.9 Work VMT per Employee	**5.9** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

11/17/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 4
Project Address: 1360 N VINE ST, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	Single Family	9	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	13.562	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	151.490	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: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 4
Project Address: 1360 N VINE ST, 90028

Version 1.2

Analysis Results			
Total Employees: 660 Total Population: 28			
Proposed Project		***With Mitigation***	
1,680	**Daily Vehicle Trips**	**1,680**	**Daily Vehicle Trips**
11,825	**Daily VMT**	**11,825**	**Daily VMT**
3.3	**Household VMT per Capita**	**3.3**	**Household VMT per Capita**
5.9	**Work VMT per Employee**	**5.9**	**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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 4
Project Address: 1360 N VINE ST, 90028

Version 1.2

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)	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)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 4
Project Address: 1360 N VINE ST, 90028

Version 1.2

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%*	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 4
Project Address: 1360 N VINE ST, 90028

Version 1.2

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
	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	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE 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: November 17, 2021
Project Name: 1360 N Vine
Project Scenario: Office Option: Alternative 4
Project Address: 1360 N VINE ST, 90028

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	19	-94.7%	1	7.4	141	7
Home Based Other Production	52	-63.5%	19	4.6	239	87
Non-Home Based Other Production	464	-17.9%	381	7.4	3,434	2,819
Home-Based Work Attraction	957	-51.8%	461	8.5	8,135	3,919
Home-Based Other Attraction	1,015	-55.2%	455	5.8	5,887	2,639
Non-Home Based Other Attraction	469	-17.9%	385	6.5	3,049	2,503

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	-1.2%	1	7	-1.2%	1	7
Home Based Other Production	-1.2%	19	86	-1.2%	19	86
Non-Home Based Other Production	-1.2%	376	2,784	-1.2%	376	2,784
Home-Based Work Attraction	-1.2%	455	3,870	-1.2%	455	3,870
Home-Based Other Attraction	-1.2%	449	2,606	-1.2%	449	2,606
Non-Home Based Other Attraction	-1.2%	380	2,472	-1.2%	380	2,472

MXD VMT Methodology Per Capita & Per Employee

Total Population: 28
Total Employees: 660
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**93**	**93**
Total Home Based Work Attraction VMT	**3,870**	**3,870**
Total Home Based VMT Per Capita	**3.3**	**3.3**
Total Work Based VMT Per Employee	**5.9**	**5.9**