

## **Appendix N**

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VMT Calculator Output for the Alternatives

## APPENDIX N

### VMT CALCULATOR OUTPUT FOR THE ALTERNATIVES

<b>Project Information</b>	<b>Proposed Project</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>
<b>Project Address</b>	358 S. Olive Street [a]			
<b>Project Land Uses</b>	<b>Size</b>	<b>Size</b>	<b>Size</b>	<b>Size</b>
Multi-Family Housing	432 units	240 units	324 units	577 units
Hotel	515 rooms	260 rooms	386 rooms	--
Retail	28,836 sf	30,466 sf	22,850 sf	30,466 sf
Quality Restaurant	21,267 sf	20,813 sf	15,609 sf	20,813 sf
High-Turnover Sit-Down Restaurant	21,267 sf	20,812 sf	15,609 sf	20,812 sf
Office	--	459,492 sf	--	--
<b>Project Analysis [b]</b>				
Resident Population	973	541	730	1,300
Employee Population [c]	488	2,195	364	227
Project Area Planning Commission	Central	Central	Central	Central
Travel Behavior Zone [d]	Urban	Urban	Urban	Urban
Maximum VMT Reduction [e]	75%	75%	75%	75%
<b>VMT Analysis [f]</b>				
Daily Vehicle Trips	5,410	6,364	4,035	3,971
Daily VMT	40,033	49,908	29,838	27,903
Total Household VMT	3,767	1,931	2,832	5,091
Household VMT per Capita [g]	3.9	3.6	3.9	3.9
Impact Threshold	6.0	6.0	6.0	6.0
Significant Impact	NO	NO	NO	NO
Total Work VMT	3,553	13,860	2,646	N/A
Work VMT per Employee [h]	7.3	6.3	7.3	N/A
Impact Threshold	7.6	7.6	7.6	7.6
Significant Impact	NO	NO	NO	NO

**Notes:**

[a] Project address latitude and longitude (34.051352, -118.250772) was used in the VMT Calculator.

[b] Proposed Project and Alternatives analyses are from VMT Calculator Version 1.2 (November 2019).

[c] Total population and employment estimates are based on the following factors:

- Multi-Family Housing: 2.25 resident population / unit
- Hotel: 0.5 employees / room
- General Retail: 2.0 employees / 1,000 sf
- Quality Restaurant: 4.0 employees / 1,000 sf
- High-Turnover Sit-Down Restaurant: 4.0 employees / 1,000 sf
- Office: 4.0 employees / 1,000 sf

[d] An "Urban" TBZ is characterized in *City of Los Angeles VMT Calculator* Documentation (LADOT and DCP, May 2929) as higher density neighborhoods that include multi-story buildings with a dense road network.

[e] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[f] The Project includes several design features considered as TDM strategies to reduce the number of single occupancy vehicle trips. For the purposes of providing a conservative analysis, these design features were not taken into consideration in the VMT evaluation.

[g] Household VMT per Capita is based on the "home-based work production" trip types.

[h] Work VMT per Employee is based on the "home-based work attraction" trip types.

Source: Gibson Transportation Consulting, Inc., May 2020.