Appendix N

Transportation Analysis of Project Alternatives

MEMORANDUM

TO: Brad Napientek, Eyestone Environmental

FROM: Sarah M. Drobis, P.E., Emily Wong, P.E., and Lauren Mullarkey-Williams

DATE: January 6, 2022

RE: Transportation Analysis of Project Alternatives for the 1000 Seward Mixed-Use Development Project Hollywood, California **Ref:** J1780

This memorandum presents the findings of the California Environmental Quality Act (CEQA) analysis of the alternative land use configurations (Alternatives) of the proposed 1000 Seward Mixed-Use Development Project (Project) in the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], 1988) (the Hollywood Community Plan) area of the City of Los Angeles, California (City). The analysis of Alternatives is based on the City's *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], July 2020) (TAG) addressing the CEQA guidelines and thresholds.

This CEQA analysis of Alternatives was prepared consistent with the methodology, assumptions, and analysis presented in *Transportation Assessment for the 1000 Seward Mixed-Use Development Project* (Gibson Transportation Consulting, Inc. [GTC], May 2021) (Transportation Assessment), where applicable. The Transportation Assessment was reviewed and approved by LADOT via an inter-departmental memorandum to the Department of City Planning on August 12, 2021.

PROJECT DESCRIPTION

As detailed in the Transportation Assessment, the Project proposes construction of a 10-story mixed-use development (with an additional rooftop level for mechanical equipment), with new office, restaurant, and retail uses totaling 150,600 square feet (sf). The Project would develop 136,200 sf of office uses, 12,200 sf of restaurant uses (of which 6,100 sf may be used for an entertainment use), and 2,200 sf of retail uses. Parking for the Project would be provided within four subterranean levels and four fully enclosed and mechanically ventilated above grade levels, with vehicular access provided via one driveway along Hudson Avenue. Pedestrian and bicycle access to the Project would be provided via the commercial plaza entrance along Romaine Street. Short-term and long-term bicycle parking spaces would be located on the ground floor adjacent to the plaza. The existing 8,442 sf of office and 2,551 sf restaurant uses on the Project Site would be demolished to accommodate the Project. The Project is anticipated to be completed in Year 2025.

ALTERNATIVES

The following three Alternative land use configurations for the Project were identified:

- Alternative 1, No Project/No Build Alternative, assumes that the Project would not be approved, no new permanent development would occur within the Project Site, and the existing media/production space, restaurant, and surface parking lot at the Project Site would remain. This Alternative would not generate additional vehicle trips and, therefore, a CEQA analysis for this Alternative was not conducted.

- Alternative 2, Hollywood Community Plan Update Compliant Alternative, considers development of the Project Site in accordance with the Hollywood Community Plan Update's proposed Limited Industrial land use designation of the western half of the Project Site, which would be applied to the entire Project Site. Alternative 2 would replace the 10,993 sf of existing uses with 102,450 sf of development consisting of 92,200 sf of media office, 8,700 sf of ground floor restaurant, and 1,550 sf of ground floor retail. Up to 210 vehicle parking spaces and 40 bicycle parking spaces within three subterranean parking levels, one at-grade level, and two above grade levels would be provided. Consistent with the Project, vehicular access for Alternative 2 would be provided via one full access driveway along Hudson Avenue.

- Alternative 3, Existing Zoning Compliant Alternative Use Alternative, considers development of the Project Site in accordance with the existing zoning of the western half of the Project Site, which would be applied to the entire Project Site. Alternative 3 would replace the 10,993 sf of existing uses with 51,225 sf of new media production use. Up to 105 vehicle parking spaces and 15 bicycle parking spaces would be provided within two subterranean levels. Consistent with the Project, vehicular access for Alternative 3 would be provided via one full access driveway along Hudson Avenue.

TRIP GENERATION

Consistent with the Transportation Assessment, trip generation estimates for each Alternative were developed using published rates from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). Table 1 provides a summary of the trip generation estimates for each Alternative, with specific detailed calculations discussed below.

Project

As detailed in Table 2, the Project is anticipated to generate 195 net new morning peak hour trips (147 inbound, 48 outbound) and 193 net new afternoon peak hour trips (58 inbound, 135 outbound).

Alternative 2

As detailed in Table 3, Alternative 2 would generate a total of 126 net new morning peak hour trips (95 inbound, 31 outbound) and 124 net new afternoon peak hour trips (37 inbound, 87 outbound).

Alternative 3

As detailed in Table 4, Alternative 3 would generate a total of 28 net new morning peak hour trips (28 inbound, 0 outbound) and 28 net new afternoon peak hour trips (-4 inbound, 32 outbound).

THRESHOLD T-1: CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES ANALYSIS

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

Consistent with the Project, each Alternative would be designed to generally conform with the applicable programs, plans, ordinances, or policies identified in Table 2-1.1 of the TAG related to the circulation system, including transit, roadways, bicycles, and pedestrian facilities. None of the Alternatives would preclude the City from implementing future improvements to serve the long-term mobility needs of the City. Therefore, none of the Alternatives would result in a significant impact under Threshold T-1.

Further, consistent with the Project, each Alternative together with the Related Projects would not result in a cumulative impact that would preclude the City from serving the transportation needs as defined by the City's adopted programs, plans, ordinances, or policies.

THRESHOLD T-2.1: CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (VMT) ANALYSIS

LADOT developed *City of Los Angeles VMT Calculator Version 1.3* (July 2020) (VMT Calculator) to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. The VMT Calculator was used to evaluate the VMT of each Alternative and compare it to the VMT impact criteria.

The Project is located within the Central Area Planning Commission (APC); therefore, the household significant impact criteria is 6.0 household VMT per capita and the work significant impact criteria is 7.6 work VMT per employee. The Project Site is located within a Compact Infill Travel Behavior Zone; thus, the maximum allowable VMT reduction in the VMT Calculator for the Project in 40%.

VMT Calculator Assumptions

The VMT Calculator was set up with each Alternative's land use program and respective size as the primary input. Consistent with the Project, each Alternative includes several design features, which include measures to reduce the number of single occupancy vehicle trips to the Project Site. For the purposes of this analysis, the following Transportation Demand Management (TDM) strategies were applied as project design features in the VMT evaluation for each Alternative:

- Reduce Parking Supply to provide less parking than the direct Los Angeles Municipal Code (LAMC) requirement without consideration of additional parking reduction mechanisms (i.e., Bicycle Parking Ordinance or Enterprise Zone areas, etc.)

- Parking Cash-Out to offer employees the opportunity to "cash-out" the monthly value of their subsidized parking space

- Promotions & Marketing to educate and inform travelers about site-specific transportation options and the effects of travel choices

- Bike parking per LAMC, including short-term and long-term parking facilities, to support safe and comfortable bicycle travel

- Include secure bike parking and showers to support safe and comfortable bicycle travel by providing end-of-trip amenities

- Pedestrian network improvements within the Project site and connecting to off-site pedestrian facilities to encourage walking

The VMT analysis results based on the VMT Calculator are summarized in Table 1.

Project VMT

As shown in Table 5, the VMT Calculator estimates that the Project would generate 4,509 daily work VMT. The Project would generate average work VMT per employee of 7.5, which falls below the significant impact criteria for the Central APC. Therefore, the Project would not result in a significant VMT impact and no mitigation measures would be required.

Detailed output from the VMT Calculator is provided in Appendix D of the Transportation Assessment.

Alternative 2 VMT

As shown in Table 6, the VMT Calculator estimates that Alternative 2 would generate 3,052 daily work VMT. Alternative 2 would generate average work VMT per employee of 7.5, which would fall below the significant impact criteria for the Central APC. Consistent with the Project, Alternative 2 would not result in a significant VMT impact and no mitigation measures would be required.

Detailed output from the VMT Calculator is provided in Attachment A.

Alternative 3 VMT

As shown in Table 7, the VMT Calculator estimates that Alternative 3 would generate 187 net new daily trips, which would not exceed the screening criteria of 250 net new daily trips for further VMT analysis. Therefore, a no impact determination can be made for Alternative 3 and no mitigation measures would be required.

Detailed output from the VMT Calculator is provided in Attachment B.

Cumulative VMT Analysis

Consistent with the Project, the Alternatives would not result in a significant and unavoidable household and/or work VMT impact, as detailed above. Nonetheless, the Alternatives would be designed to further reduce single occupancy trips to the Project Site through various TDM strategies to encourage a variety of transportation options and would be consistent with *Connect SoCal - The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, Adopted September, 2020) (RTP/SCS) goal of maximizing mobility and accessibility in the region.

Thus, each Alternative would also contribute to the productivity and use of the regional transportation system by providing employment near transit and encourage active transportation by providing new bicycle parking and active street frontages, consistent with RTP/SCS goals. As such, consistent with the Project, the Alternatives would not result in a cumulative VMT impact.

THRESHOLD T-2.2: SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL ANALYSIS

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

Consistent with the Project, none of the Alternatives are transportation projects that would induce automobile travel. Therefore, further evaluation will not be required, and none of the Alternatives would result in a significant impact under Threshold T-2.2.

THRESHOLD T-3: SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE ANALYSIS

Threshold T-3 requires that a project undergo further evaluation if it proposes new driveways or new vehicle access points to the property from the public right-of-way (ROW) or modifications along the public ROW (i.e., street dedications) to determine if the geometric design features would substantially increase safety, operational, or capacity hazards.

Project

Driveway Design Features. Vehicular access to the Project Site would be provided via one driveway on Hudson Avenue, a designated Local Street. In accordance with LADOT guidelines, the driveway would be located on a Local Street so as not to disrupt the operations of Santa Monica Boulevard, the Arterial Street nearest the Project. The Project would maintain the designated roadway widths and ROW requirements as indicated in the Mobility Plan.

The Project would generate approximately four vehicles every minute that would utilize the driveway along Hudson Avenue during peak hours. The driveway would have the capacity to individually accommodate all peak hour Project trips and, therefore, no queuing hazards would occur related to operation of the driveway. Project traffic can be accommodated at the driveway and would not substantially affect operating conditions along Hudson Avenue.

Intersections located at either end of the block of Hudson Avenue containing the Project driveway are controlled with stop signs. Traffic signals are provided along Santa Monica Boulevard at Wilcox Avenue. The traffic signal facilitates traffic flow to and from Santa Monica Boulevard and reduces conflicts and confusion between vehicular traffic and pedestrians in the Project vicinity with marked crosswalks, walk signal indicators, and countdown timers.

Pedestrian and Bicycle Activity. Pedestrian and bicycle access would be provided via separate entrances along Romaine Street. The Project would result in an increase in both pedestrian and bicycle activity along the three adjacent streets. The Project would improve the adjacent pedestrian facilities in accordance with Mobility Plan standards. Further, the Project driveways would be designed and placed to provide adequate sight distance to limit potential vehicular-pedestrian/bicycle conflicts, and pedestrians and bicyclists would have separate dedicated access points. In addition, access to the Project Site would be consolidated to one driveway on Hudson Avenue, and existing curb cuts along Romaine Avenue would be removed, thus improving pedestrian and bicycle safety along the Project frontage by reducing potential vehicular-pedestrian/bicycle conflict points.

In addition, currently neither bicycle facilities nor transit facilities are provided adjacent to the Project driveway.

The driveway would not pose a safety hazard to pedestrians or bicyclists, nor are they anticipated to result in significant vehicle-pedestrian or vehicle-bicycle conflicts.

Physical Terrain. The driveway along Hudson Avenue provides adequate sight distance as its design does not locate street trees or other potential impediments in the sidewalk that would affect sight distance and visibility of approaching vehicles, pedestrians, or bicycles. Additionally, the driveway intersects the roadway at right angles to maximize sight distance. No unusual or new obstacles are presented in the design that would be considered hazardous to vehicles, bicycles, or pedestrians.

Project Location. The Project driveway is not proposed along a street designated as part of the Bicycle Lane Network or Transit Enhanced Network and, thus, would not preclude or interfere with the implementation of future roadway improvements benefiting transit, pedestrians, or bicycles. In addition, the streets adjacent to the Project Site have not been identified as part of a

Safe Route to School, and the Safe Routes to School Program has not identified any infrastructure improvement projects within the vicinity of the Project Site.

Incompatible Uses. The Project design incorporates and expands on the surrounding areas to provide a more attractive, well-defined, and accessible interaction between the Project and these uses. None of the Project design elements tangential to the adjacent uses are considered incompatible. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Summary. Based on the site plan review and design assumptions, the Project would not present any geometric design hazards related to mobility or pedestrian accessibility.

Alternative 2

As with the Project, under Alternative 2, the driveway would be designed, placed, and configured in accordance with LADOT's *Manual of Policies and Procedures* to limit vehicle queues and bicycle/pedestrian-vehicle conflicts. The driveway would be placed and designed to limit queue spillovers into the public ROW and reduce interruptions to pedestrian/bicycle flow and safety.

Summary. Consistent with the Project, based on the site plan design, Alternative 2 does not present any geometric design hazards related to mobility or pedestrian accessibility.

Alternative 3

As with the Project, under Alternative 2, the driveway would be designed, placed, and configured in accordance with LADOT's *Manual of Policies and Procedures* to limit vehicle queues and bicycle/pedestrian-vehicle conflicts. The driveway would be placed and designed to limit queue spillovers into the public ROW and reduce interruptions to pedestrian/bicycle flow and safety.

Summary. Consistent with the Project, based on the site plan design, Alternative 3 does not present any geometric design hazards related to mobility or pedestrian accessibility.

Cumulative Analysis

Consistent with the Project, none of the Related Projects identified in the Transportation Assessment provide access along the same block as any of the Alternatives. Thus, the Alternatives and Related Projects would not result in a cumulative impact under Threshold T-3.

SUMMARY

- Alternative 2 and Alternative 3 would generate fewer peak hour trips during both the morning and afternoon peak hours than the Project.

- Consistent with the Project, each Alternative would be designed to generally conform with the applicable programs, plans, ordinances, or policies related to the circulation system,

including transit, roadways, bicycles, and pedestrian facilities. None of the Alternatives would preclude the City from implementing future improvements to serve the long-term mobility needs of the City. Consistent with the Project, none of the Alternatives would result in a significant impact under Threshold T-1.

- Each Alternative includes several design features, which include project design features to reduce the number of single occupancy vehicle trips to the Project Site. Consistent with the Project, none of the Alternatives would result in a significant VMT impact under Threshold T-2.1 and no mitigation would be required.

- Each Alternative would contribute to the productivity and use of the regional transportation system by and encourage active transportation, consistent with RTP/SCS goals. As such, consistent with the Project, none of the Alternatives would result in a cumulative VMT impact.

- Similar to the Project, none of the Alternatives are transportation projects that would induce automobile travel. Therefore, none of the Alternatives would result in a significant impact under Threshold T-2.2.

- Consistent with the Project, based on the site plan review and design assumptions, none of the Alternatives present any geometric design hazards as it relates to mobility or pedestrian accessibility. Therefore, none of the Alternatives would result in a significant impact under Threshold T-3.

TABLE 1
ALTERNATIVES SUMMARY

Project Scenario	Trip Generation (Net New Project Trips)						VMT Analysis							
	AM Peak Hour			PM Peak Hour			Net Daily Trips	Net Daily VMT	Project					
	In	Out	Total	In	Out	Total			Daily Trips	Daily VMT	Household		Work [a]	
											VMT per Capita	Significant Impact	VMT per Employee	Significant Impact
Project														
• 136,200 sf office • 12,200 sf restaurant • 2,200 sf retail	147	48	195	58	135	193	1,669	12,748	1,542	11,717	N/A	**NO**	7.5	**NO**
Alternative 2														
• 92,200 sf office • 8,700 sf restaurant • 1,550 sf retail	95	31	126	37	87	124	1,089	8,323	1,064	8,064	N/A	**NO**	7.5	**NO**
Alternative 3														
• 51,225 sf office	28	0	28	(4)	32	28	187	1,646	N/A	N/A	N/A	**NO**	N/A	**NO**

Notes:

sf: square feet

[a] Results for the Project and Alternative 2 account for the application of the following Transportation Demand Management strategies as Project Design Features:

1. Reduce parking supply
2. Parking cash-out
3. Promotions & marketing
4. Include bike parking per LAMC
5. Include secure bike parking and showers
6. Pedestrian network improvements within project and connecting off-site

TABLE 2
TRIP GENERATION ESTIMATES
PROJECT

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
General Office Building	710	per ksf	86%	14%	1.16	16%	84%	1.15
Shopping Center	820	per ksf	62%	38%	0.94	48%	52%	3.81
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.94	62%	38%	9.77
Proposed Project								
Office	710	136.200 ksf	136	22	158	25	132	157
Transit/Walk Adjustment - 10% [b]			*(14)*	*(2)*	*(16)*	*(3)*	*(13)*	*(16)*
Subtotal - Office			**122**	**20**	**142**	**22**	**119**	**141**
Commercial - Retail	820	2.200 ksf	1	1	2	4	4	8
Internal Capture Adjustment - 10% [c]			*0*	*0*	*0*	*0*	*(1)*	*(1)*
Transit/Walk Adjustment - 10% [b]			*0*	*0*	*0*	*0*	*0*	*(1)*
Pass-by Adjustment - 50% [d]			*(1)*	*(1)*	*(1)*	*(2)*	*(2)*	*(3)*
Commercial - Restaurant	932	12.200 ksf	67	54	121	74	45	119
Internal Capture Adjustment - 10% [c]			*(7)*	*(5)*	*(12)*	*(7)*	*(5)*	*(12)*
Transit/Walk Adjustment - 10% [b]			*(6)*	*(5)*	*(11)*	*(7)*	*(4)*	*(11)*
Pass-by Adjustment - 20% [d]			*(11)*	*(9)*	*(20)*	*(12)*	*(7)*	*(19)*
Subtotal - Commercial			**43**	**35**	**78**	**48**	**29**	**77**
TOTAL PROPOSED PROJECT TRIPS			**165**	**55**	**220**	**70**	**148**	**218**
Existing Uses to be Removed								
Office	710	8.442 ksf	9	1	10	2	8	10
Transit/Walk Adjustment - 10% [b]			*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
Commercial - Restaurant	932	2.551 ksf	14	11	25	16	9	25
Internal Capture Adjustment - 10% [c]			*(1)*	*(2)*	*(3)*	*(2)*	*(1)*	*(3)*
Transit/Walk Adjustment - 10% [b]			*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Pass-by Adjustment - 20% [d]			*(2)*	*(2)*	*(4)*	*(3)*	*(1)*	*(4)*
Total - Existing Uses to be Removed			***(18)***	***(7)***	***(25)***	***(12)***	***(13)***	***(25)***
TOTAL NET NEW PROJECT TRIPS			**147**	**48**	**195**	**58**	**135**	**193**

ksf: 1,000 square feet

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] The Project site is located within a 1/4 mile of a Metro Local Bus stop (Line 4) at Santa Monica Boulevard and Wilcox Avenue, therefore a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals.

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residential and retail).

[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 3
TRIP GENERATION ESTIMATES
ALTERNATIVE 2

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
General Office Building	710	per ksf	86%	14%	1.16	16%	84%	1.15
Shopping Center	820	per ksf	62%	38%	0.94	48%	52%	3.81
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.94	62%	38%	9.77
Proposed Project								
Office	710	92.200 ksf	92	15	107	17	89	106
Transit/Walk Adjustment - 10% [b]			*(9)*	*(2)*	*(11)*	*(2)*	*(9)*	*(11)*
Subtotal - Office			**83**	**13**	**96**	**15**	**80**	**95**
Commercial - Retail	820	1.550 ksf	1	0	1	3	3	6
Internal Capture Adjustment - 10% [c]			*0*	*0*	*0*	*0*	*(1)*	*(1)*
Transit/Walk Adjustment - 10% [b]			*0*	*0*	*0*	*0*	*0*	*(1)*
Pass-by Adjustment - 50% [d]			*(1)*	*0*	*(1)*	*(2)*	*(1)*	*(2)*
Commercial - Restaurant	932	8.700 ksf	47	39	86	53	32	85
Internal Capture Adjustment - 10% [c]			*(5)*	*(4)*	*(9)*	*(5)*	*(4)*	*(9)*
Transit/Walk Adjustment - 10% [b]			*(4)*	*(4)*	*(8)*	*(5)*	*(3)*	*(8)*
Pass-by Adjustment - 20% [d]			*(8)*	*(6)*	*(14)*	*(9)*	*(5)*	*(14)*
Subtotal - Commercial			**30**	**25**	**55**	**34**	**20**	**54**
TOTAL PROPOSED PROJECT TRIPS			**113**	**38**	**151**	**49**	**100**	**149**
Existing Uses to be Removed								
Office	710	8.442 ksf	9	1	10	2	8	10
Transit/Walk Adjustment - 10% [b]			*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
Commercial - Restaurant	932	2.551 ksf	14	11	25	16	9	25
Internal Capture Adjustment - 10% [c]			*(1)*	*(2)*	*(3)*	*(2)*	*(1)*	*(3)*
Transit/Walk Adjustment - 10% [b]			*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Pass-by Adjustment - 20% [d]			*(2)*	*(2)*	*(4)*	*(3)*	*(1)*	*(4)*
Total - Existing Uses to be Removed			***(18)***	***(7)***	***(25)***	***(12)***	***(13)***	***(25)***
TOTAL NET NEW PROJECT TRIPS			**95**	**31**	**126**	**37**	**87**	**124**

ksf: 1,000 square feet

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] The Project site is located within a 1/4 mile of a Metro Local Bus stop (Line 4) at Santa Monica Boulevard and Wilcox Avenue, therefore a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals.

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residential and retail).

[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 4
TRIP GENERATION ESTIMATES
ALTERNATIVE 3

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
General Office Building	710	per ksf	86%	14%	1.16	16%	84%	1.15
Shopping Center	820	per ksf	62%	38%	0.94	48%	52%	3.81
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.94	62%	38%	9.77
Proposed Project								
Office	710	51.225 ksf	51	8	59	9	50	59
Transit/Walk Adjustment - 10% [b]			*(5)*	*(1)*	*(6)*	*(1)*	*(5)*	*(6)*
Subtotal - Office			**46**	**7**	**53**	**8**	**45**	**53**
TOTAL PROPOSED PROJECT TRIPS			**46**	**7**	**53**	**8**	**45**	**53**
Existing Uses to be Removed								
Office	710	8.442 ksf	9	1	10	2	8	10
Transit/Walk Adjustment - 10% [b]			*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
Commercial - Restaurant	932	2.551 ksf	14	11	25	16	9	25
Internal Capture Adjustment - 10% [c]			*(1)*	*(2)*	*(3)*	*(2)*	*(1)*	*(3)*
Transit/Walk Adjustment - 10% [b]			*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Pass-by Adjustment - 20% [d]			*(2)*	*(2)*	*(4)*	*(3)*	*(1)*	*(4)*
Total - Existing Uses to be Removed			***(18)***	***(7)***	***(25)***	***(12)***	***(13)***	***(25)***
TOTAL NET NEW PROJECT TRIPS			**28**	**0**	**28**	**(4)**	**32**	**28**

ksf: 1,000 square feet

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] The Project site is located within a 1/4 mile of a Metro Local Bus stop (Line 4) at Santa Monica Boulevard and Wilcox Avenue, therefore a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals.

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residential and retail).

[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 5
VMT ANALYSIS SUMMARY
PROJECT

Project Information	
Land Use	**Size**
Office | General Office	136,200 sf
Retail | General Retail	2,200 sf
Retail | High-Turnover Sit-Down Restaurant	12,200 sf
Project Analysis *[a]*	
Resident Population [b]	0
Employee Population [c]	598
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ)	Compact Infill
Maximum Allowable VMT Reduction [d]	40%
VMT Screening [e]	
Net Daily Vehicle Trips [f]	1,669
Net Daily VMT [f]	12,748
Required to Perform VMT Analysis	**YES**
VMT Analysis [g]	
Daily Vehicle Trips	1,542
Daily VMT	11,717
Household VMT per Capita [h]	N/A
Impact Threshold	6.0
Significant Impact	-
Work VMT	4,509
Work VMT per Employee [i]	7.5
Impact Threshold	7.6
Significant Impact	NO

Notes:

[a] Project Analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[b] Total Population does not apply to the land uses of this Project.

[c] Total Employment estimate is based on the following employment factors:

General Office:	4.0 / 1,000 sf
General Retail:	2.0 / 1,000 sf
High-Turnover (Sit-Down) Restaurant:	4.0 / 1,000 sf

The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[d] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined form *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[e] Per Section 2.2.2 of the TAG, further VMT analysis is not required for projects that do not generate a net increase of 250 or more daily trips or do not generate a net increase in daily VMT, and a "no impact" determination can be made.

[f] The net daily vehicle trips and net daily VMT account for the removal of the existing uses currently on-site.

[g] Project design features include:

1. Reduce parking supply - Provide 310 spaces of base LAMC requirement of 403 spaces
2. Parking cash-out - 30% employees eligible
3. Promotions and marketing - 100% employees eligible
4. Include bike parking per LAMC
5. Include secure bike parking and showers
6. Pedestrian network improvements within project and connecting off-site

[h] Based on home-based production trips only (see Appendix D, Report 4 of the Transportation Assessment).

[i] Based on home-based work attraction trips only (see Appendix D, Report 4 of the Transportation Assessment).

TABLE 6
VMT ANALYSIS SUMMARY
ALTERNATIVE 2

Project Information	
Land Use	**Size**
Office | General Office	92,200 sf
Retail | General Retail	1,550 sf
Retail | High-Turnover Sit-Down Restaurant	8,700 sf
Project Analysis *[a]*	
Resident Population [b]	0
Employee Population [c]	407
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ)	Compact Infill
Maximum Allowable VMT Reduction [d]	40%
VMT Screening [e]	
Net Daily Vehicle Trips [f]	1,089
Net Daily VMT [f]	8,323
Required to Perform VMT Analysis	**YES**
VMT Analysis [g]	
Daily Vehicle Trips	1,064
Daily VMT	8,064
Household VMT per Capita [h]	N/A
Impact Threshold	6.0
Significant Impact	-
Work VMT	3,052
Work VMT per Employee [i]	7.5
Impact Threshold	7.6
Significant Impact	NO

Notes:

[a] Alternative 2 Analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[b] Total Population does not apply to the land uses of Alternative 2.

[c] Total Employment estimate is based on the following employment factors:

General Office:	4.0 / 1,000 sf
General Retail:	2.0 / 1,000 sf
High-Turnover (Sit-Down) Restaurant:	4.0 / 1,000 sf

The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[d] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined form *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[e] Per Section 2.2.2 of the TAG, further VMT analysis is not required for projects that do not generate a net increase of 250 or more daily trips or do not generate a net increase in daily VMT, and a "no impact" determination can be made.

[f] The net daily vehicle trips and net daily VMT account for the removal of the existing uses currently on-site.

[g] Project design features include:

1. Reduce parking supply - Provide 210 spaces of base LAMC requirement of 277 spaces
2. Parking cash-out - 30% employees eligible
3. Promotions and marketing - 100% employees eligible
4. Include bike parking per LAMC
5. Include secure bike parking and showers
6. Pedestrian network improvements within project and connecting off-site

[h] Based on home-based production trips only (see Attachment A, Report 4).

[i] Based on home-based work attraction trips only (see Attachment A, Report 4).

TABLE 7
VMT SCREENING ANALYSIS
ALTERNATIVE 3

Project Information	
Land Use	**Size**
Office | General Office	51,225 sf
Project Analysis *[a]*	
Resident Population [b]	0
Employee Population [c]	205
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ)	Compact Infill
Maximum Allowable VMT Reduction [d]	40%
VMT Screening [e]	
Net Daily Vehicle Trips [f]	187
Net Daily VMT [f]	1,646
Required to Perform VMT Analysis	**NO**

Notes:

[a] Alternative 3 Analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[b] Total Population does not apply to the land uses of Alternative 3.

[c] Total Employment estimate is based on the following employment factors:

General Office: 4.0 / 1,000 sf

The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[d] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined form *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[e] Per Section 2.2.2 of the TAG, further VMT analysis is not required for projects that do not generate a net increase of 250 or more daily trips or do not generate a net increase in daily VMT, and a "no impact" determination can be made.

[f] The net daily vehicle trips and net daily VMT account for the removal of the existing uses currently on-site.

Attachment A

Alternative 2
VMT Calculator Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

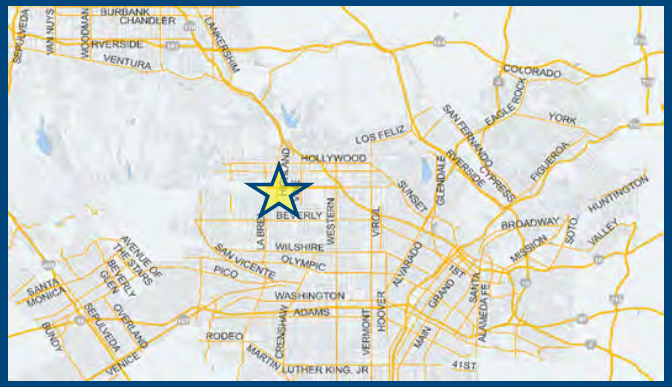
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: J1780 - 1000 Seward

Scenario: ALTERNATIVE 2 www

Address: 6565 W ROMAINE ST, 90038



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant		ksf
Retail | High-Turnover Sit-Down Restaurant	2.551	ksf
Office | General Office	8.442	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 | General Retail	2.2	ksf
Retail | General Retail	1.55	ksf
Retail | High-Turnover Sit-Down Restaurant	8.7	ksf
Office | General Office	92.2	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
223 Daily Vehicle Trips	1,312 Daily Vehicle Trips
1,638 Daily VMT	9,961 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	1,089 Net Daily Trips
The net increase in daily VMT ≤ 0	8,323 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	10.250 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

5/27/2021

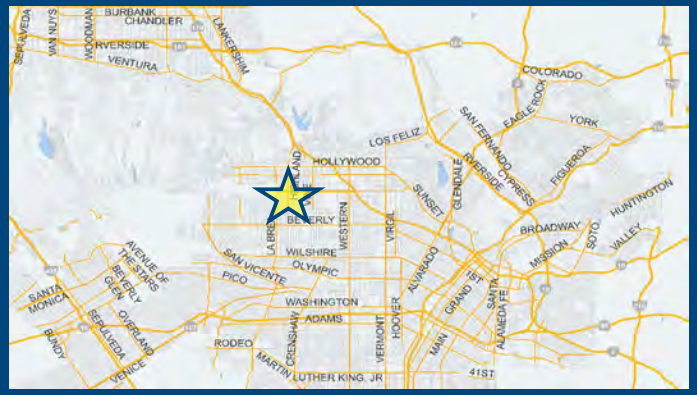
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: J1780 - 1000 Seward

Scenario: ALTERNATIVE 2

Address: 6565 W ROMAINE ST, 90038



Proposed Project Land Use Type	Value	Unit
Retail | General Retail	1.55	ksf
Retail | High-Turnover Sit-Down Restaurant	8.7	ksf
Office | General Office	92.2	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
277 city code parking provision for the project site
210 actual parking provision for the project site

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

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

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 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
1,064 Daily Vehicle Trips	**1,064** Daily Vehicle Trips
8,064 Daily VMT	**8,064** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT
7.5 Work VMT per Employee	**7.5** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

5/27/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 27, 2021
Project Name: J1780 - 1000 Seward
Project Scenario: ALTERNATIVE 2
Project Address: 6565 W ROMAINE ST, 90038

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	1.550	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	8.700	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	92.200	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*

Analysis Results

Total Employees: 407
Total Population: 0

Proposed Project		*With Mitigation*	
1,064	**Daily Vehicle Trips**	**1,064**	**Daily Vehicle Trips**
8,064	**Daily VMT**	**8,064**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
7.5	**Work VMT per Employee**	**7.5**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	277	277
		Actual parking provision (spaces)	210	210
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	Employees eligible (%)	30%	30%
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 27, 2021
Project Name: J1780 - 1000 Seward
Project Scenario: ALTERNATIVE 2
Project Address: 6565 W ROMAINE ST, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	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%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
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	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	18%	18%	20%	20%	18%	18%	18%	18%	18%	18%	18%	15%
MAX. TDM EFFECT	18%	18%	20%	20%	18%	18%	18%	18%	18%	18%	18%	18%

= 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: May 27, 2021
Project Name: J1780 - 1000 Seward
Project Scenario: ALTERNATIVE 2
Project Address: 6565 W ROMAINE ST, 90038

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.1	0	0
Home Based Other Production	0	0.0%	0	4.7	0	0
Non-Home Based Other Production	296	-5.1%	281	7.5	2,220	2,108
Home-Based Work Attraction	590	-28.0%	425	9.0	5,310	3,825
Home-Based Other Attraction	644	-49.5%	325	6.6	4,250	2,145
Non-Home Based Other Attraction	296	-5.1%	281	6.7	1,983	1,883

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	-18.3%	0	0	-18.3%	0	0
Home Based Other Production	-18.3%	0	0	-18.3%	0	0
Non-Home Based Other Production	-18.3%	230	1,722	-18.3%	230	1,722
Home-Based Work Attraction	-20.2%	339	3,052	-20.2%	339	3,052
Home-Based Other Attraction	-18.3%	265	1,752	-18.3%	265	1,752
Non-Home Based Other Attraction	-18.3%	230	1,538	-18.3%	230	1,538

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 407
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**3,052**	**3,052**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**7.5**	**7.5**

Attachment B

Alternative 3
VMT Calculator Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

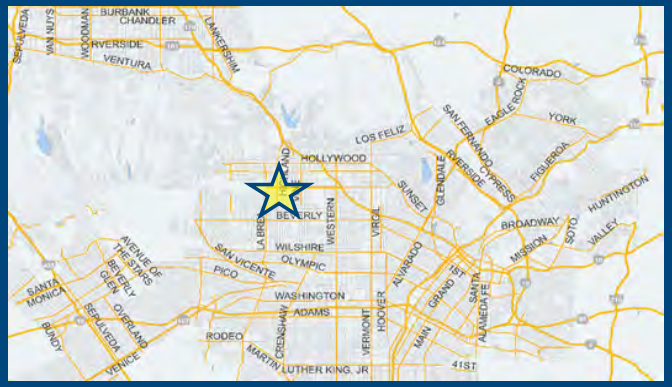
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: J1780 - 1000 Seward

Scenario: ALTERNATIVE 3

Address: 6565 W ROMAINE ST, 90038



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	2.551	ksf
Office | General Office	8.442	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
Office | General Office	92.2	ksf
Office | General Office	51.225	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
223 Daily Vehicle Trips	410 Daily Vehicle Trips
1,638 Daily VMT	3,284 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	187 Net Daily Trips
The net increase in daily VMT ≤ 0	1,646 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

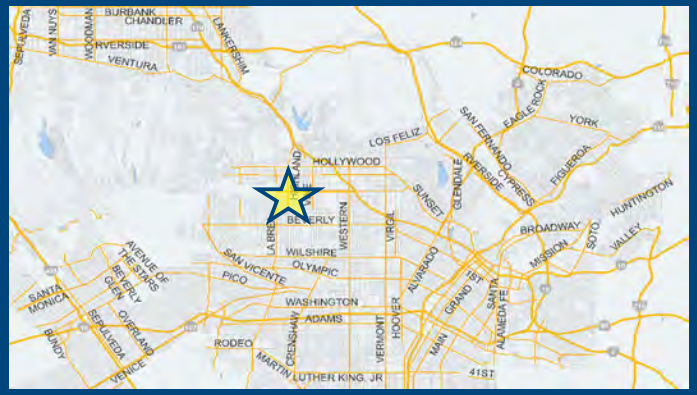
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: J1780 - 1000 Seward

Scenario: ALTERNATIVE 3

Address: 6565 W ROMAINE ST, 90038



Proposed Project Land Use Type	Value	Unit
Office | General Office	51.225	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
102 city code parking provision for the project site
102 actual parking provision for the project site

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

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

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 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
376 Daily Vehicle Trips	**376** Daily Vehicle Trips
3,010 Daily VMT	**3,010** 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
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

4/29/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 29, 2021
Project Name: J1780 - 1000 Seward
Project Scenario: ALTERNATIVE 3
Project Address: 6565 W ROMAINE ST, 90038

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	51.225	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*

Analysis Results

Total Employees: 205
Total Population: 0

Proposed Project		*With Mitigation*	
376	**Daily Vehicle Trips**	**376**	**Daily Vehicle Trips**
3,010	**Daily VMT**	**3,010**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**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	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	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	$0
	Parking cash-out	Employees eligible (%)	30%	30%
	Price workplace parking	Daily parking charge ($)	$0.00	$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit ($)	$0	$0

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 29, 2021
Project Name: J1780 - 1000 Seward
Project Scenario: ALTERNATIVE 3
Project Address: 6565 W ROMAINE ST, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
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	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	7%	7%	9%	9%	7%	7%	7%	7%	7%	7%	7%	3%
MAX. TDM EFFECT	7%	7%	9%	9%	7%	7%	7%	7%	7%	7%	7%	7%

= 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: April 29, 2021
Project Name: J1780 - 1000 Seward
Project Scenario: ALTERNATIVE 3
Project Address: 6565 W ROMAINE ST, 90038

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.1	0	0
Home Based Other Production	0	0.0%	0	4.7	0	0
Non-Home Based Other Production	67	-4.5%	64	7.5	503	480
Home-Based Work Attraction	297	-27.9%	214	9.0	2,673	1,926
Home-Based Other Attraction	134	-49.3%	68	6.6	884	449
Non-Home Based Other Attraction	67	-4.5%	64	6.7	449	429

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	-7.1%	0	0	-7.1%	0	0
Home Based Other Production	-7.1%	0	0	-7.1%	0	0
Non-Home Based Other Production	-7.1%	59	446	-7.1%	59	446
Home-Based Work Attraction	-9.2%	194	1,748	-9.2%	194	1,748
Home-Based Other Attraction	-7.1%	63	417	-7.1%	63	417
Non-Home Based Other Attraction	-7.1%	60	399	-7.1%	60	399

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 205
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**1,748**	**1,748**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**