

Appendix FEIR-H
**Updated Alternative 2 Vehicle
Miles Traveled Analysis**

**TABLE 1
ALTERNATIVES SUMMARY - FEIR**

Project Scenario	VMT Analysis					
	Daily Trips	Daily VMT	Household		Work	
			VMT per Capita	Significant Impact	VMT per Employee	Significant Impact
Revised FEIR Project						
1,589 du multi-family residential 67,595 sf retail 45,315 sf quality restaurant 45,315 sf high-turnover restaurant 411,113 sf general office	15,143	99,069	3.8	NO	6.4	NO
Alternative 2						
<u>Above Ground Parking Alternative</u> 1,589 du multi-family residential 67,595 sf retail 45,315 sf quality restaurant 45,315 sf high-turnover restaurant 411,113 sf general office	14,121	92,385	3.6	NO	6.0	NO
Alternative 3						
<u>Historic Preservation / Reduced Density Alternative</u> 1,049 du multi-family residential 33,667 sf retail 25,250 sf quality restaurant 25,250 sf high-turnover restaurant 282,005 sf general office	8,781	57,537	3.6	NO	6.4	NO
Alternative 4						
<u>Historic Preservation / Existing Zoning Alternative</u> 1,159,267 sf office	5,109	37,943	--	NO	4.6	NO

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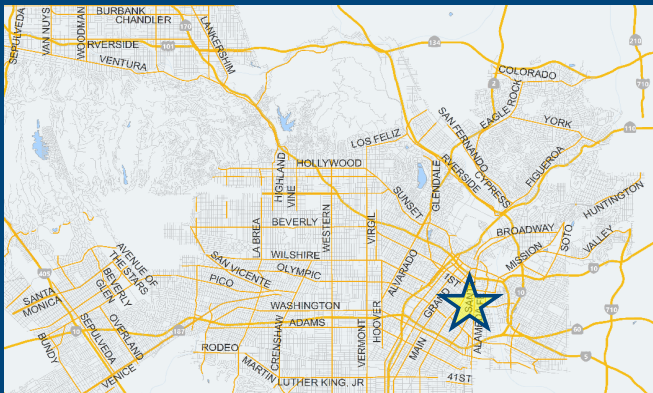
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit	
Industrial Warehousing/Self-Storage	360.734	ksf	
Industrial Warehousing/Self-Storage	360.734	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 Quality Restaurant	34.423	ksf	
Housing Multi-Family	1589	DU	
Office General Office	411.113	ksf	
Retail General Retail	67.595	ksf	
Retail High-Turnover Sit-Down Restaurant	45.315	ksf	
Retail Quality Restaurant	45.315	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
659 Daily Vehicle Trips	16,352 Daily Vehicle Trips
4,518 Daily VMT	107,102 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	15,693 Net Daily Trips
The net increase in daily VMT ≤ 0	102,584 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	158.225 ksf
The proposed project is required to perform VMT analysis.	



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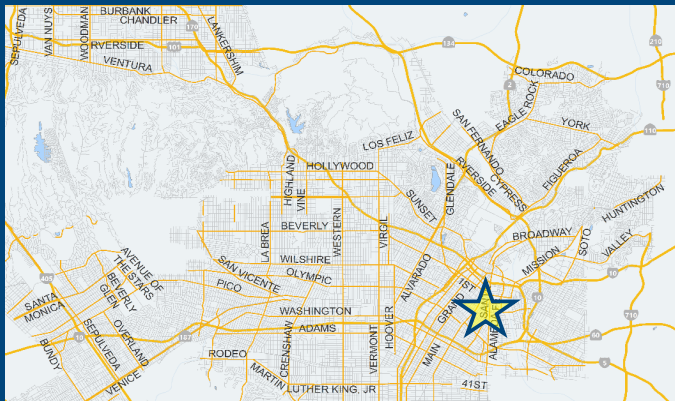


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	1589	DU
Office General Office	411.113	ksf
Retail General Retail	67.595	ksf
Retail High-Turnover Sit-Down Restaurant	45.315	ksf
Retail Quality Restaurant	45.315	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

Proposed Prj Mitigation

Reduce Parking Supply: city code parking provision for the project site
 actual parking provision for the project site

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

Parking Cash-Out: percent of employees eligible
 Proposed Prj Mitigation

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

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

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

Analysis Results

Proposed Project	With Mitigation
14,121 Daily Vehicle Trips	14,121 Daily Vehicle Trips
92,385 Daily VMT	92,385 Daily VMT
3.6 Household VMT per Capita	3.6 Household VMT per Capita
6.0 Work VMT per Employee	6.0 Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 1, 2024

Project Name: 4th & Central

Project Scenario: Alt 2 - Above Ground Parking

Project Address: 400 S CENTRAL AVE, 90013



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Project Information			
Land Use Type		Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	1,589	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
<i>Affordable Housing</i>	<i>Family</i>	0	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	General Retail	67.595	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	High-Turnover Sit-Down Restaurant	45.315	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	Quality Restaurant	45.315	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
Office	General Office	411.113	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<i>Other</i>		0	Trips

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Analysis Results			
Total Employees: 2,142			
Total Population: 3,581			
Proposed Project		With Mitigation	
14,121	Daily Vehicle Trips	14,121	Daily Vehicle Trips
92,385	Daily VMT	92,385	Daily VMT
3.6	Household VMT per Capita	3.6	Household VMT per Capita
6	Work VMT per Employee	6	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

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Report 2: TDM Inputs

Date: May 1, 2024

Project Name: 4th & Central

Project Scenario: Alt 2 - Above Ground Parking

Project Address: 400 S CENTRAL AVE, 90013



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	2788	2788
		Actual parking provision (spaces)	990	990
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	50%	50%
	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)				

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

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

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Report 2: TDM Inputs

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

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Report 3: TDM Outputs

Date: May 1, 2024
 Project Name: 4th & Central
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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	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	4%	4%	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	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	
	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: May 1, 2024
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Version 1.3

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%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
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	13%	13%	17%	17%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	17%	17%	13%	13%	13%	13%	13%	13%	13%	13%

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

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: May 1, 2024

Project Name: 4th & Central

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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	1,424	-33.6%	945	6.8	9,683	6,426
Home Based Other Production	3,945	-53.2%	1,847	4.5	17,753	8,312
Non-Home Based Other Production	4,650	-6.2%	4,363	7.4	34,410	32,286
Home-Based Work Attraction	2,743	-32.8%	1,844	8.3	22,767	15,305
Home-Based Other Attraction	8,192	-47.3%	4,317	5.8	47,514	25,039
Non-Home Based Other Attraction	3,255	-6.7%	3,036	6.5	21,158	19,734

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.3%	820	5,574	-13.3%	820	5,574
Home Based Other Production	-13.3%	1,602	7,209	-13.3%	1,602	7,209
Non-Home Based Other Production	-13.3%	3,784	28,004	-13.3%	3,784	28,004
Home-Based Work Attraction	-16.6%	1,538	12,764	-16.6%	1,538	12,764
Home-Based Other Attraction	-13.3%	3,744	21,718	-13.3%	3,744	21,718
Non-Home Based Other Attraction	-13.3%	2,633	17,116	-13.3%	2,633	17,116

MXD VMT Methodology Per Capita & Per Employee

Total Population: 3,581

Total Employees: 2,142

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	12,783	12,783
<i>Total Home Based Work Attraction VMT</i>	12,764	12,764
<i>Total Home Based VMT Per Capita</i>	3.6	3.6
<i>Total Work Based VMT Per Employee</i>	6.0	6.0