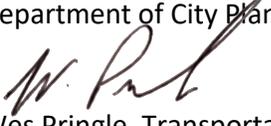


**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

6101 Melrose Avenue  
DOT Case No. CEN21-51051

Date: September 13, 2021

To: Susan Jimenez, Administrative Clerk  
Department of City Planning

From:   
Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED OFFICE PROJECT LOCATED AT 6101-6117 MELROSE AVE, 729, 733-735 SEWARD STREET (CPC-2021-2908-ZC-HD-ZAD-SPR/ENV-2021-2909-EAF)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated April 2021, prepared by Overland Traffic Consultants, Inc. (Overland) for the proposed development, located at 6101 Melrose Avenue (full address: 6101-6117 Melrose Avenue, 729, 733-735 Seward Street). In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

#### **DISCUSSION AND FINDINGS**

A. Project Description

The proposed project includes construction of 65,003 square feet of new office space and 422 square feet of Grab & Go coffee space, which will be local serving. The site currently has 25,607 square feet of office space: 8,473 square feet will be removed, and the remaining 17,143 square feet will be included in the project. The project will be seven stories (two subterranean and five above ground). The project also includes on site valet parking and ride-share operations, both provided on the grade level. The project site is generally bounded by existing commercial development to the north, Seward Street to the east, Melrose Avenue to the south, and the existing library to the west (John C. Fremont Branch Library). The project is expected to be completed by year 2024.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9<sup>th</sup> Edition manual as well as applying trip generation adjustments when applicable, based on

sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

Regarding threshold T-1, the project is seeking waivers for the required dedications of both Melrose Avenue and Seward Street as outlined in the Mobility Plan 2035. These waivers are processed through City Planning. The assessment determined that the project would **not** have a significant transportation impact under threshold T-1 and T-3.

The project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below.

#### C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central Los Angeles APC, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

Included in the VMT report as inputs are the following project design features: reduced parking supply, bicycle parking per LAMC, and bicycle infrastructure (secure bicycle parking, showers, repair station).

As cited in the transportation assessment report, the proposed project (prior to

implementing the mitigation measures) is projected to have no Household VMT per capita and a Work VMT per capita of 8.4. Including the mitigation measures, the Work VMT per capita is reduced to 7.6. Therefore, it is concluded that VMT impact of the Project would be mitigated to have a less than significant Household and Work VMT impact.

The project's Grab & Go Coffee space of 422 square feet is considered local serving since it is less than 50,000 square feet. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

D. Safety, Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed.

In accordance with this authority, the project has completed a circulation analysis using a summary of Level of Service (LOS) and vehicle queuing, including the change in each, with and without the project. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

## PROJECT REQUIREMENTS

A. CEQA-Related Requirements

Per the transportation analysis, the applicant will implement the following TDM strategies as mitigation measures:

- **Promotions and Marketing** – This strategy involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices. This strategy includes passive education and promotional materials, such as posters, information boards or a website with information that a traveler could choose to read at their own leisure. All employees will be included in this TDM strategy.
- **Alternative Work Schedules and Telecommute Program** – This strategy encourages employees to work alternative schedules or telecommute, including staggered start times, flexible schedules, or compressed work weeks. A

minimum 25% of the employees will be participating in this program.

- **Ride Share Program** – This strategy increases vehicle occupancy by providing ride-share matching services, designated preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles and providing a website or message board to connect riders and coordinate rides. A minimum of 10% of the employees will be eligible.

As stated in the transportation analysis, the TDM measures of reduced parking supply, bicycle parking per LAMC, and bicycle infrastructure (secure parking and showers) are included in the project scope as project design features.

## B. Non-CEQA Related Requirements

### 1. Highway Dedication and Street Widening Requirements

Per the Mobility Element 2035 of the General Plan, **Melrose Avenue** has been designated as an Avenue II which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **Seward Street** has been designated as a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way.

As previously stated in this letter, the project is seeking waivers regarding these dedications which are processed through City Planning. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

### 2. Parking Requirements

The project would provide 168 vehicular parking spaces located on three parking levels (two subterranean and one at grade). The project would also provide 26 bicycle parking spaces (17 long-term and 9 short-term) on-site. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

### 3. Project Access and Circulation

The conceptual site plan (see **Attachment D**) is acceptable to DOT. Vehicular access to the site will be provided via one driveway located on Seward Street. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

4. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

5. Worksite Traffic Control Plan

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

6. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.

Attachments

*L:\letters\2021\CEN21-51051\_6101 Melrose\_Creative Offices*

c: Mashael Majid, Council District 4  
Bhuvan Bajaj, Hollywood-Wilshire District, DOT  
Taimour Tanavoli, Case Management, DOT  
Matthew Masuda, Central District, BOE  
Liz Fleming, Overland Traffic Consultants, Inc.

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



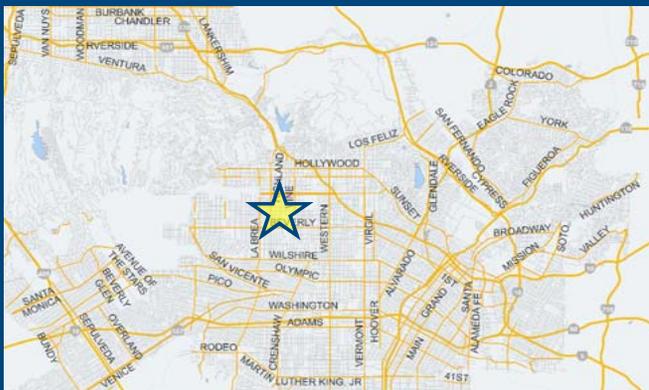
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:

Address:



**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 station?**

Yes  No

## Existing Land Use

| Land Use Type           | Value | Unit |
|-------------------------|-------|------|
| Office   General Office | 8.473 | ksf  |
| Office   General Office | 8.473 | 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       |
| Office   General Office                    | 65.003 | ksf       |
| (custom) Grab & Go Coffee   Daily          | 29     | Trips     |
| (custom) Grab & Go Coffee   HBW-Attraction | 47     | Percent   |
| (custom) Grab & Go Coffee   HBO-Attraction | 11     | Percent   |
| (custom) Grab & Go Coffee   NHB-Attraction | 21     | Percent   |
| (custom) Grab & Go Coffee   HBW-Production | 0      | Percent   |
| (custom) Grab & Go Coffee   HBO-Production | 0      | Percent   |
| (custom) Grab & Go Coffee   NHB-Production | 21     | Percent   |
| (custom) Grab & Go Coffee   Daily          | 0      | Residents |
| (custom) Grab & Go Coffee   Daily          | 15     | Employees |

[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                  |
|---|-----------------------------------|
| <b>68</b><br>Daily Vehicle Trips  | <b>549</b><br>Daily Vehicle Trips |
| <b>524</b><br>Daily VMT   | <b>4,226</b><br>Daily VMT         |
| <b>Tier 1 Screening Criteria</b>  |                                   |
| Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/> |                                   |
| <b>Tier 2 Screening Criteria</b>  |                                   |
| The net increase in daily trips < 250 trips   | <b>481</b><br>Net Daily Trips     |
| The net increase in daily VMT ≤ 0   | <b>3,702</b><br>Net Daily VMT     |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total.  | <b>0.000</b><br>ksf               |
| <b>The proposed project is required to perform VMT analysis.</b>  |                                   |



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

**Project:** Melrose & Seward Creative Office

**Scenario:**

**Address:** 6101 W MELROSE AVE, 90038



| Proposed Project Land Use Type             | Value  | Unit      |
|--|--------|-----------|
| Office   General Office                    | 65.003 | ksf       |
| (custom) Grab & Go Coffee   Daily          | 29     | Trips     |
| (custom) Grab & Go Coffee   HBW-Attraction | 47     | Percent   |
| (custom) Grab & Go Coffee   HBO-Attraction | 11     | Percent   |
| (custom) Grab & Go Coffee   NHB-Attraction | 21     | Percent   |
| (custom) Grab & Go Coffee   HBW-Production | 0      | Percent   |
| (custom) Grab & Go Coffee   HBO-Production | 0      | Percent   |
| (custom) Grab & Go Coffee   NHB-Production | 21     | Percent   |
| (custom) Grab & Go Coffee   Daily          | 0      | Residents |
| (custom) Grab & Go Coffee   Daily          | 15     | Employees |

## 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                                |
|--|--|--|
| <b>Max Home Based TDM Achieved?</b>      | No   | No   |
| <b>Max Work Based TDM Achieved?</b>      | No   | No   |
| <b>A</b> Parking                         |  |  |
| <b>B</b> Transit                         |  |  |
| <b>C</b> Education & Encouragement       |  |  |
| Voluntary Travel Behavior Change Program | <input type="checkbox"/> Proposed Prj                | <input type="checkbox"/> Mitigation            |
|  | 25 percent of employees and residents participating  |  |
| Promotions & Marketing                   | <input type="checkbox"/> Proposed Prj                | <input checked="" type="checkbox"/> Mitigation |
|  | 100 percent of employees and residents participating |  |
| <b>D</b> Commute Trip Reductions         |  |  |
| <b>E</b> Shared Mobility                 |  |  |
| <b>F</b> Bicycle Infrastructure          |  |  |
| <b>G</b> Neighborhood Enhancement        |  |  |

## Analysis Results

| Proposed Project   | With Mitigation  |
|--|--|
| <b>535</b><br>Daily Vehicle Trips                        | <b>502</b><br>Daily Vehicle Trips                        |
| <b>4,124</b><br>Daily VMT                                | <b>3,844</b><br>Daily VMT                                |
| <b>0.0</b><br>Household VMT per Capita                   | <b>0.0</b><br>Household VMT per Capita                   |
| <b>8.4</b><br>Work VMT per Employee                      | <b>7.6</b><br>Work VMT per Employee                      |
| <b>Significant VMT Impact?</b>                           |  |
| <b>Household: No</b><br>Threshold = 6.0<br>15% Below APC | <b>Household: No</b><br>Threshold = 6.0<br>15% Below APC |
| <b>Work: Yes</b><br>Threshold = 7.6<br>15% Below APC     | <b>Work: No</b><br>Threshold = 7.6<br>15% Below APC      |



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 27, 2021

Project Name: Melrose & Seward Creative Office

Project Scenario:

Project Address: 6101 W MELROSE AVE, 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   | 0.000  | ksf      |
|                     | 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           | 65.003 | 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               | Grab & Go Coffee         | 29     | Trips    |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 27, 2021

Project Name: Melrose & Seward Creative Office

Project Scenario:

Project Address: 6101 W MELROSE AVE, 90038



Version 1.3

| <b>Analysis Results</b>                 |                          |                        |                          |
|---|--------------------------|------------------------|--------------------------|
| Total Employees: 275                    |                          |                        |                          |
| Total Population: 0                     |                          |                        |                          |
| <b>Proposed Project</b>                 |                          | <b>With Mitigation</b> |                          |
| 535                                     | Daily Vehicle Trips      | 502                    | Daily Vehicle Trips      |
| 4,124                                   | Daily VMT                | 3,844                  | Daily VMT                |
| 0                                       | Household VMT per Capita | 0                      | Household VMT per Capita |
| 8.4                                     | Work VMT per Employee    | 7.6                    | Work VMT per Employee    |
| <b>Significant VMT Impact?</b>          |                          |                        |                          |
| <b>APC: Central</b>                     |                          |                        |                          |
| Impact Threshold: 15% Below APC Average |                          |                        |                          |
| Household = 6.0                         |                          |                        |                          |
| Work = 7.6                              |                          |                        |                          |
| <b>Proposed Project</b>                 |                          | <b>With Mitigation</b> |                          |
| VMT Threshold                           | Impact                   | VMT Threshold          | Impact                   |
| Household > 6.0                         | No                       | Household > 6.0        | No                       |
| Work > 7.6                              | Yes                      | Work > 7.6             | No                       |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 27, 2021

Project Name: Melrose & Seward Creative Office

Project Scenario:

Project Address: 6101 W MELROSE AVE, 90038



Version 1.3

| TDM Strategy Inputs       |                                  |   |             |        |
|---------------------------|----------------------------------|---|-------------|--------|
| Strategy Type             | Description                      | Proposed Project                        | Mitigations |        |
| <b>Parking</b>            | Reduce parking supply            | City code parking provision (spaces)    | 172         | 172    |
|                           |                                  | Actual parking provision (spaces)       | 168         | 168    |
|                           | 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) |                                  |   |             |        |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 27, 2021

Project Name: Melrose & Seward Creative Office

Project Scenario:

Project Address: 6101 W MELROSE AVE, 90038



Version 1.3

| TDM Strategy Inputs, Cont.   |   |  |             |    |
|--|---|--|-------------|----|
| Strategy Type  | Description                                     | Proposed Project   | Mitigations |    |
| <b>Transit</b>   | <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 (&lt;50%, &gt;=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      |    |
| <b>Education &amp; Encouragement</b>                                   | <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>                           | 100%        |    |
| (cont. on following page)  |   |  |             |    |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 27, 2021

Project Name: Melrose & Seward Creative Office

Project Scenario:

Project Address: 6101 W MELROSE AVE, 90038



Version 1.3

| TDM Strategy Inputs, Cont.      |   |  |                  |                    |
|---------------------------------|---|--|------------------|--------------------|
| Strategy Type                   |   | Description  | Proposed Project | Mitigations        |
| <b>Commuter Trip Reductions</b> | <i>Required commute trip reduction program</i>            | <i>Employees participating (%)</i>   | 0%               | 0%                 |
|                                 | <b>Alternative Work Schedules and Telecommute Program</b> | <b>Employees participating (%)</b>   | 0%               | 25%                |
|                                 |   | <b>Type of program</b>   | 0                | 4-day/40-hour work |
|                                 |   | <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                  |
|                                 | <b>Ride-share program</b>                                 | <b>Employees eligible (%)</b>  | 0%               | 10%                |
| <b>Shared Mobility</b>          | <i>Car share</i>  | <i>Car share project setting (Urban, Suburban, All Other)</i>  | 0                | 0                  |
|                                 | <i>Bike share</i>   | <i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i> | 0                | 0                  |
|                                 | <i>School carpool program</i>                             | <i>Level of implementation (Low, Medium, High)</i>   | 0                | 0                  |
| (cont. on following page)       |   |  |                  |                    |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 27, 2021

Project Name: Melrose & Seward Creative Office

Project Scenario:

Project Address: 6101 W MELROSE AVE, 90038



Version 1.3

| TDM Strategy Inputs, Cont.      |   |  |             |     |
|---------------------------------|---|--|-------------|-----|
| Strategy Type                   | Description   | Proposed Project   | Mitigations |     |
| <b>Bicycle Infrastructure</b>   | <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 |
|                                 | Include secure bike parking and showers             | Includes indoor bike parking/lockers, showers, & repair station (Yes/No)   | Yes         | Yes |
| <b>Neighborhood Enhancement</b> | <i>Traffic calming improvements</i>                 | <i>Streets with traffic calming improvements (%)</i>   | 0%          | 0%  |
|                                 |   | <i>Intersections with traffic calming improvements (%) Included (within project and connecting off-site/within project only)</i> | 0%          | 0%  |
|                                 | <i>Pedestrian network improvements</i>              |  | 0           | 0   |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: April 27, 2021

Project Name: Melrose & Seward Creative Office

Project Scenario:

Project Address: 6101 W MELROSE AVE, 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 |   |
|                                      |  | <b>Parking</b>             | Reduce parking supply | 1%                         | 1%        | 1%                          | 1%        | 1%                          | 1%        | 1%                              | 1%        | 1%                              | 1%        |   |
| 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%     |   |
| <b>Transit</b>                       | 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%        |   |
| <b>Education &amp; Encouragement</b> | 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%                         | 4%                    | 0%                         | 4%        | 0%                          | 4%        | 0%                          | 4%        | 0%                              | 4%        | 0%                              | 0%        |   |
| <b>Commute Trip Reductions</b>       | 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%                         | 4%        | 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%                         | 2%        | 0%                          | 0%        | 0%                          | 0%        | 0%                              | 0%        | 0%                              | 0%        |   |
| <b>Shared Mobility</b>               | 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: April 27, 2021

Project Name: Melrose & Seward Creative Office

Project Scenario:

Project Address: 6101 W MELROSE AVE, 90038



Version 1.3

### 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 |  |
|                                 |   | <b>Bicycle Infrastructure</b> | 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 | 0.6%                          | 0.6%  | 0.6%                       | 0.6%      | 0.6%                        | 0.6%      | 0.6%                        | 0.6%      | 0.6%                            | 0.6%      | 0.6%                            | 0.6%      |  |
| <b>Neighborhood Enhancement</b> | 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 |
|                        | <b>COMBINED TOTAL</b>      | 2%        | 6%                         | 2%        | 8%                          | 2%        | 6%                          | 2%        | 6%                              | 2%        | 6%                              | 2%        |
| <b>MAX. TDM EFFECT</b> | 2%                         | 6%        | 2%                         | 11%       | 2%                          | 6%        | 2%                          | 6%        | 2%                              | 6%        | 2%                              | 6%        |

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

where X%=

|              |                 |     |
|--------------|-----------------|-----|
| <b>PLACE</b> | urban           | 75% |
| <b>TYPE</b>  | compact infill  | 40% |
| <b>MAX:</b>  | 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: April 27, 2021

Project Name: Melrose & Seward Creative Office

Project Scenario:

Project Address: 6101 W MELROSE AVE, 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         | 7.3                 | 0              | 0       |
| Home Based Other Production     | 0                | 0.0%           | 0         | 5.2                 | 0              | 0       |
| Non-Home Based Other Production | 91               | -7.7%          | 84        | 7.3                 | 664            | 613     |
| Home-Based Work Attraction      | 391              | -30.4%         | 272       | 8.7                 | 3,402          | 2,366   |
| Home-Based Other Attraction     | 173              | -37.0%         | 109       | 6.5                 | 1,125          | 709     |
| Non-Home Based Other Attraction | 91               | -7.7%          | 84        | 6.4                 | 582            | 538     |

### 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      | -2.4%                   | 0             | 0           | -6.3%                                   | 0               | 0             |
| Home Based Other Production     | -2.4%                   | 0             | 0           | -6.3%                                   | 0               | 0             |
| Non-Home Based Other Production | -2.4%                   | 82            | 598         | -6.3%                                   | 79              | 574           |
| Home-Based Work Attraction      | -2.4%                   | 265           | 2,309       | -11.2%                                  | 242             | 2,102         |
| Home-Based Other Attraction     | -2.4%                   | 106           | 692         | -6.3%                                   | 102             | 664           |
| Non-Home Based Other Attraction | -2.4%                   | 82            | 525         | -6.3%                                   | 79              | 504           |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 275

APC: Central

|   | <i>Proposed Project</i> | <i>Project with Mitigation Measures</i> |
|---|-------------------------|---|
| <i>Total Home Based Production VMT</i>      | <b>0</b>                | <b>0</b>                                |
| <i>Total Home Based Work Attraction VMT</i> | <b>2,309</b>            | <b>2,102</b>                            |
| <i>Total Home Based VMT Per Capita</i>      | <b>0.0</b>              | <b>0.0</b>                              |
| <i>Total Work Based VMT Per Employee</i>    | <b>8.4</b>              | <b>7.6</b>                              |

## VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

**VMT Calculator Application for the City of Los Angeles.** The City’s consultant calibrated the VMT Calculator’s parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator’s accuracy in estimating VMT in such other locations.

**Limited License to Use.** This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

**Ownership.** You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

**Warranty Disclaimer.** In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED “as is” WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

**Limitation of Liability.** It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

|                |                                     |
|----------------|-------------------------------------|
| You, the User  |                                     |
| By:            | _____                               |
| Print Name:    | <u>Liz Fleming</u>                  |
| Title:         | <u>V.P.</u>                         |
| Company:       | <u>Overland Traffic Consultants</u> |
| Address:       | <u>952 Manhattan Bch Bl, #100</u>   |
| Phone:         | <u>310 545-1235</u>                 |
| Email Address: | <u>liz@overlandtraffic.com</u>      |
| Date:          | <u>4-26-21</u>                      |

Table 8  
Future Traffic Conditions – Without and With Project

| No. | Intersection                        | Peak Hour | Future (2024) Without Project |     | Future (2024) With Project |     |
|-----|-------------------------------------|-----------|-------------------------------|-----|----------------------------|-----|
|     |                                     |           | Delay (s)                     | LOS | Delay (s)                  | LOS |
| 1   | Highland Avenue & Willoughby Avenue | AM        | 28.7                          | C   | 29.1                       | C   |
|     |                                     | PM        | 30.1                          | C   | 30.3                       | C   |
| 2   | Highland Avenue & Melrose Avenue    | AM        | 50.9                          | D   | 51.9                       | D   |
|     |                                     | PM        | 37.3                          | D   | 38.8                       | D   |
| 3   | Wilcox Avenue & Melrose Avenue      | AM        | 7.1                           | A   | 7.2                        | A   |
|     |                                     | PM        | 7.9                           | A   | 8.3                        | A   |

s = seconds

