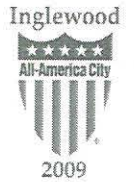




CITY OF INGLEWOOD
ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division



Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

October 25, 2022

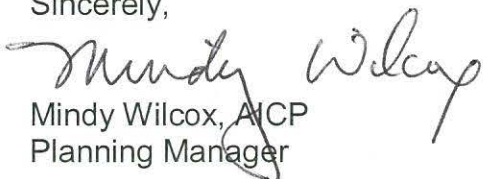
**Re: Revision to Prairie Station Apartments Mitigated Negative Declaration
SCH Number 2022100450**

To Whom It May Concern:

On Thursday, October 20, 2022, the Prairie Station MND was published to the State Clearinghouse for review. This MND document did not include "Appendix E" of the Traffic Impact Study which is referenced on Page 25 of the Traffic Impact Study. Enclosed is "Appendix E" to be included in the Traffic Impact Study.

If you have any questions please contact Marissa Fewell, Planner, at (310) 412-5230.

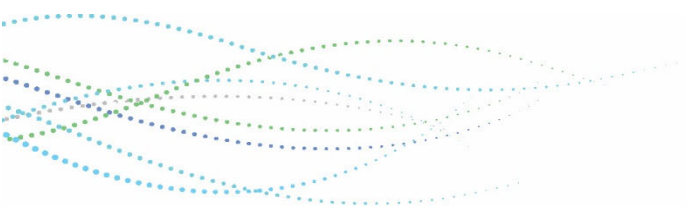
Sincerely,


Mindy Wilcox, AICP
Planning Manager

Attachment: Prairie Station Traffic Impact Study "Appendix E"



APPENDIX E – VMT ANALYSIS



TECHNICAL MEMORANDUM

TO: Mr. Louis Atwell, City of Inglewood
CC: Ms. Mindala Wilcox, City of Inglewood
Ms. Lisa Trifiletti, TCI

FROM: Srinath Raju, P.E.
Doris Wang

SUBJECT: 11227-11498 Prairie Avenue (Prairie Station Project) - VMT Analysis

DATE: September 28, 2022 **REF:** RA 718

This technical memorandum documents the Vehicle Miles Traveled (VMT) analysis for the proposed Prairie Station Project (the Project) located at 11227-11498 Prairie Avenue (APN 4035-018-015, 4035-018-016, 4035-018-900, 4035-018-901, 4035-018-902, 4035-018-903) within the City of Inglewood, California. The VMT analysis has been prepared consistent with the Transportation Impact Analysis Guidelines for the City of Inglewood.

This analysis includes a description of existing site land uses on-site, a summary of the proposed Project land uses, a summary of the Project VMT estimates, and a comparison of the VMT estimates with the relevant VMT Threshold of Significance per City of Inglewood Transportation Impact Analysis Guidelines (TAG) criteria. Details of this analysis are presented in subsequent sections of this memorandum.

The results conclude that the Project does not exceed the residential VMT Threshold of Significance. Therefore, a less than significant impact determination on VMT can be made for the Prairie Station Project. In addition, the Project would not cause a cumulative significant impact relative to VMT assessment. The findings are discussed in more detail in the following sections.

EXISTING SITE LAND USE

The proposed Project site is located at 11227-11498 Prairie Avenue (southwest and northwest corners of the Prairie Avenue / 113th Street intersection) in the City of Inglewood. The Project site is generally bounded by I-105 freeway off-ramps and residential uses to the north, I-105 freeway to the south, I-105 freeway off-ramp to the west and Prairie Avenue to the east. The Project site and general vicinity are shown in Figure 1.

The existing site is currently developed with a parking lot and a one-story commercial building containing approximately 2,000 square feet. Since the existing commercial use on-site is currently occupied and operational, a credit for the existing commercial use is appropriate for the analysis.

PROJECT LAND USE

The Project consists of a residential development with three six-story apartment buildings providing a total of 440 mid-rise multifamily dwelling units including 40 affordable housing units. The Project would provide a total of 670 vehicle parking spaces. Access to the onsite parking would be provided at 113th Street along the west side of Prairie Avenue. Vehicles would access the project site from the main entry at 113th Street along Prairie Avenue. The main entry would provide for 36 feet wide vehicular use with 15 feet pedestrian walkways on either side. The project site would also be accessible to pedestrians from the sidewalk on Prairie Avenue. The existing uses including the parking lot and the 2,000 square feet of commercial use will be demolished. The Project ground floor site plan is shown in Figure 2.

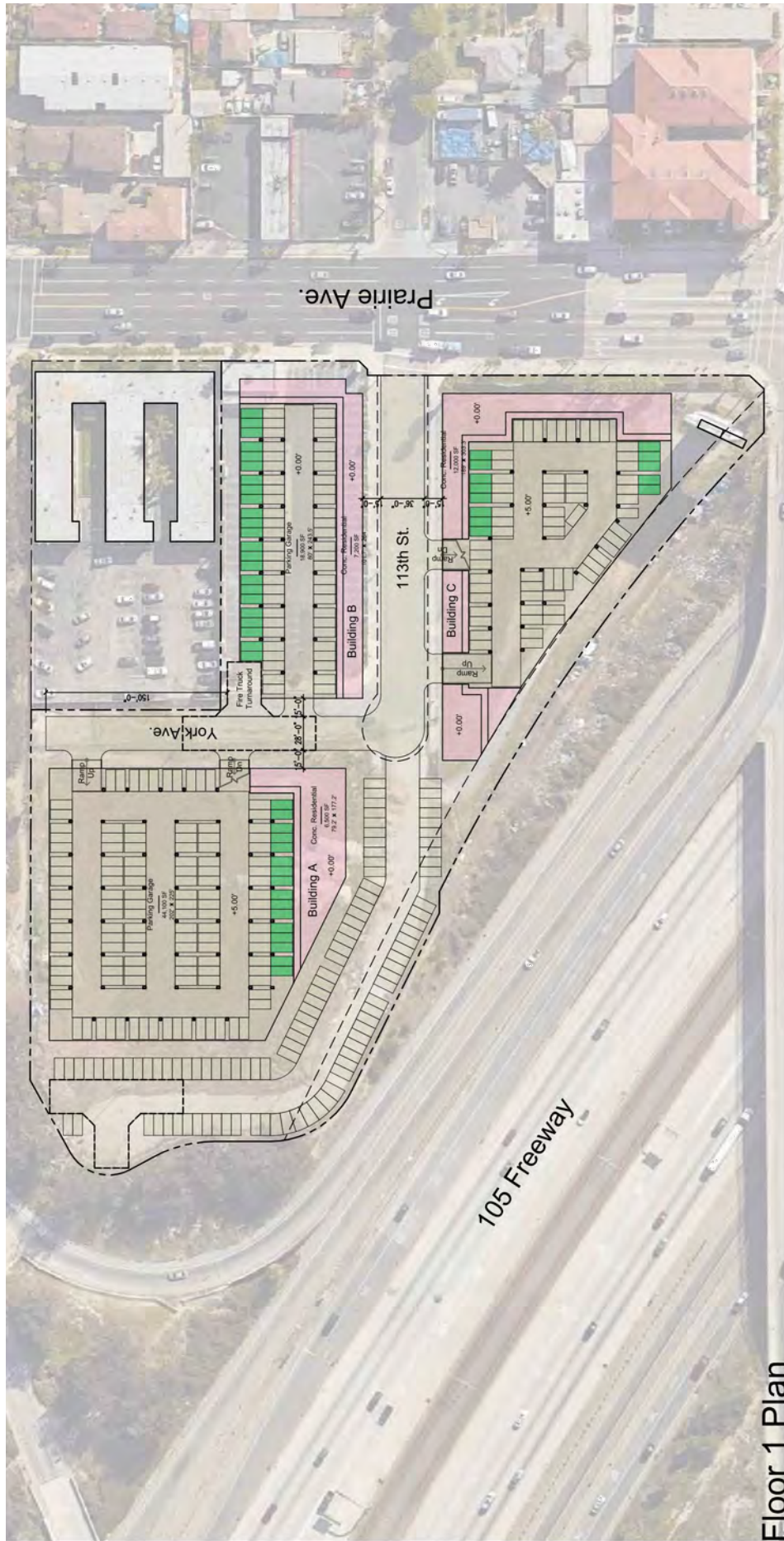
PROJECT VMT ANALYSIS

City of Inglewood's VMT Calculator Tool (Version 1) was used to determine the Project's VMT estimates. The Project's proposed land uses along with the existing land use were input into the City's VMT Calculator Tool.



Map Source: Google Maps

FIGURE 1
LOCATION OF PROJECT SITE



Floor 1 Plan

FIGURE 2
PROJECT SITE PLAN - GROUND FLOOR LEVEL

Per the project screening criteria detailed in the City's Transportation Impact Analysis Guidelines, a VMT analysis is required for residential development projects that do not contain 100% of the units set aside for lower income households and generates 250 or more daily vehicle trips. Additionally, a VMT analysis is required for non-retail development projects generating a net increase of 250 or more daily vehicle trips.

The Project consists of a residential development with 440 mid-rise multifamily dwelling units (including 40 affordable housing units). Based on the Project's screening results from the VMT Calculator Tool, the Project's trip generation would result in a net total of 1,754 daily vehicle trips. Since the Project includes only portion of the units set aside for lower income households (affordable housing units) and the trip generation results in net total of 1,754 daily vehicle trips, the Project is required to analyze VMT. The City of Inglewood's VMT Calculator Tool (Version 1) worksheets are included in Attachment A.

Based on the Project's analysis results from the Calculator Tool, the following can be observed:

- The Project's trip generation would result in a net total of 1,754 daily vehicle trips.
- The Project would generate a net total of 16,355 daily VMT.
- The Project would result in a residential VMT per capita of 9.59.

Per the threshold of significance metrics established in the City's Transportation Impact Analysis Guidelines, the following significant VMT impact criteria is provided:

- *Residential Projects - The project's residential VMT per capita would not be over 15% below the existing residential VMT per capita for the Baseline Area in which the project is located or > 9.66*

Since the Project's resulting residential VMT per capita of 9.59 is less than the significance threshold of 9.66, the Project would not cause a significant impact relative to VMT.

Per cumulative impact methodology in the City's Transportation Impact Analysis Guidelines, projects that do not trigger a project impact by applying an efficiency-based impact threshold (i.e. VMT per capita or VMT per employee) in the project impact analysis, a less than significant

cumulative VMT impact can be assumed. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and greenhouse gas reduction goals of SCAG's RTP/SCS. Therefore, the Project would not cause a cumulative significant impact relative to VMT.

CONCLUSION

The residential VMT per capita threshold identified in the City's Transportation Impact Analysis Guidelines is 9.66. As identified in the analysis results from the City's VMT Calculator Tool, the Prairie Station Project is estimated to result in the residential VMT per capita of 9.59. Therefore, the Project does not exceed the VMT thresholds of significance and a less than significant impact determination on VMT can be made for the Project.

Since the Project does not cause a significant impact using the efficiency-based impact threshold (residential VMT per capita), the Project would not cause a cumulative significant impact relative to VMT.

ATTACHMENT A



Click here for results report

Step 1: Project Information

Project Name	Prairie Station Project		
Project Address	11227-11498 Prairie Avenue (NW corner of Prairie Av/113th St)		
Project Parcel APN (XXXX-XXX-XXX) *	4035-018-015	4035-018-016	4035-018-900
* Enter APN number(s)	4035-018-901	4035-018-902	4035-018-903

Daily VMT



Step 2: Land Use

	Existing Value	Proposed Value	Units
Residential			
Single Family			DU
Multi-Family		400	DU
Affordable Housing		40	DU
Retail			
General Retail (not listed below)	2,000		ksf
Supermarket			ksf
Bank			ksf
Health Club			ksf
Restaurant (non-fast food)			ksf
Fast-Food Restaurant			ksf
Gas Station			ksf
Auto Repair			ksf
Office			
General Office (non-medical)			ksf
Medical Office			ksf
Industrial			
Light Industrial			ksf
Manufacturing			ksf
Warehousing			ksf
Mini-warehouse			ksf
Others			
Hotel / Motel			Rooms
School			Students

Net daily non-retail trips: **1,754**

VMT analysis required? **Yes**

Model Runs Not Required **Yes**

Non-CEQA analysis required? **Yes**

Significant impact without extra proposed project features and without mitigation? **No**

Step 2: Custom Land Use

	Existing Value	Proposed Value
Custom - Other Non-residential / Non-retail Uses		
Total Non-residential / Non-Retail Daily Trips		
Total Employees		
HBW Split (%)		
HBO Split (%)		
NHB Split (%)		
Sum	0.0%	0.0%
Custom - Other Residential Uses		
Total Residential Daily Trips		
Total Residents		

Please check the following if using custom land use inputs:

Other non-residential / non-retail uses -

- (1) Total daily trips need to be greater than 0,
- (2) Total employees need to be greater than 0,
- (3) Production and attraction total need to be equal to 100%

Other residential uses -

- (1) Total daily trips need to be greater than 0,
- (2) Total residents need to be greater than 0

Note: If there's no custom land use, there should not be any values in this section.



TDM Inputs

1



Transit

2



Parking

3



Commute Trips

4



Education & Encouragement

5



Shared Mobility

6



Site Enhancement

[Click here to update results](#)

[Click here to uncheck all TDM inputs](#)

1). Transit

(a) Reduce transit headways

Proposed Project Mitigation

30% Percentage reduction in headways (increase in frequency) (15%-80%)
<50% implementation Level of implementation (percentage of lines that will be improved)

(b) Implement neighborhood shuttle (This strategy cannot be combined with 3-i)

Proposed Project Mitigation

Medium Degree of implementation (based on headways and service hours)
20% Percentage of employees, residents, visitors eligible

(c) Transit subsidies

Proposed Project Mitigation

\$ 1.49 Daily transit subsidy amount per passenger
20% Percentage of employees and residents eligible

Results Comparison

	Proposed Project without mitigation		Proposed Project with mitigation		Diff.
Daily Vehicle Trips	1,754		1,754		0
Daily VMT	16,355		16,355		0
Residential VMT per Capita	9.59	No	9.59	No	0.00
Employment VMT per Employee	N/A	N/A	N/A	N/A	N/A

Significant Impact Criteria

Residential VMT per Capita (Baseline: 11.37)	Threshold: 9.66
Employment VMT per Employee (Baseline: 17.01)	Threshold: 14.46

Thresholds are 15% below baseline value

No significant impact after mitigations

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[Click here for results report](#)



2). Parking

(d) Unbundle parking

Proposed Project Mitigation

\$ 200 Monthly parking cost for the project site (\$25-\$250)

(e) Reduce parking supply

Proposed Project Mitigation

50 Base city code parking requirement for the project site
50 Actual parking provision for the project site

(f) Price workplace parking

Proposed Project Mitigation (for commercial projects only)

\$ 3 Daily parking charge for the project site
10% Percentage of on-site employees subject to priced parking

(g) Parking cash-out

Proposed Project Mitigation (for commercial projects only)

40% Percentage of employees eligible

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3). Commute Trip Reductions

(h) CTR with required monitoring (This strategy cannot be combined with 3-i, 3-j, 3-k, 3-l, 4-m)

Proposed Project Mitigation (for commercial projects only)

20% Percentage of employees eligible

(i) Ridesharing program (This strategy cannot be combined with 3-h, 4-m)

Proposed Project Mitigation (for commercial projects only)

30% Percentage of employees eligible

(j) Telecommuting (This strategy cannot be combined with 3-h, 3-k, 4-m)

Proposed Project Mitigation (for commercial projects only)

25% Percentage of employees participating

(k) Alternative work schedules (This strategy cannot be combined with 3-h, 3-j, 4-m)

Proposed Project Mitigation (for commercial projects only)

9-day/80-hour work week Strategy implemented
25% Percentage of employees participating

(l) Association- or employer sponsored vanpool, circulator or shuttle (This strategy cannot be combined with 1-b, 3-h)

Proposed Project Mitigation (for commercial projects only)

Low Degree of implementation (based on headways and service hours)
10% Percentage of employees eligible

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4). Education & Encouragement

(m) Voluntary travel behavior change program (This strategy cannot be combined with 3-h, 3-i, 3-j, 3-k, 4-n)

Proposed Project Mitigation

15% Percentage of employees and residents participating

(n) Promotions and marketing (This strategy cannot be combined with 4-m)

Proposed Project Mitigation

50% Percentage of employees and residents participating

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5). Shared Mobility

(o) Car-share

Proposed Project Mitigation

(p) Bike-share

Proposed Project Mitigation

(q) Other shared mobility devices

Proposed Project Mitigation

(r) School carpool program

Proposed Project Mitigation

Low Level of implementation (based on % of students participating)

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6). Neighborhood / Site Enhancement

(s) Traffic calming measures

Proposed Project Mitigation

50% % of intersections within project with traffic calming improvements
25% % of streets within project with traffic calming improvements

(t) Pedestrian network improvements

Proposed Project Mitigation

Within project and connecting off-site Inclusion of pedestrian access and connectivity

(u) Shared use paseos or paths

Proposed Project Mitigation



Results Report



Proposed Land Use Details

Propose Project	Value	Units	Total Population	1,026	Total Employees	0
Residential						
Single Family	0	DU				
Multi Family - Mid-Rise	400	DU				
Affordable Housing - Family	40	DU				
Retail						
General Retail	0.000	ksf				
Supermarket	0.000	ksf				
Bank	0.000	ksf				
Health Club	0.000	ksf				
Restaurant (non-fast food)	0.000	ksf				
Fast-Food Restaurant	0.000	ksf				
Gas Station	0.000	ksf				
Auto Repair	0.000	ksf				
Office						
General Office (non-medical)	0.000	ksf				
Medical Office	0.000	ksf				

Project Information

Project Name	Prairie Station Project
Project Address	11227-11498 Prairie Avenue (NW corner of Prairie Av/113th St)
Project APNs	4035-018-015; 4035-018-016; 4035-018-900; 4035-018-901; 4035-018-902; 4035-018-903

Analysis Results

Model Runs Not Required	Proposed Project Without Mitigation	Proposed Project With Mitigation
Daily Vehicle Trips	1,754	1,754
Daily VMT	16,355	16,355
Residential VMT per Capita	9.59	9.59
Residential Impact?	No	No
Employment VMT per Employee	N/A	N/A
Work Impact?	N/A	N/A
	No	No

TDM Strategy Details

Strategy Type	Description	Proposed Project	With Mitigation
Transit			
(1-a) Reduce transit headways	Reduction in headways or increase in frequency (%)	-	-
(1-b) Implement neighborhood shuttle	Level of implementation (<50%, >=50%)	-	-
(1-c) Transit subsidies	Degree of implementation (low, medium, high)	-	-
	Employees, residents, and visitors eligible (%)	-	-
	Daily transit subsidy amount (\$)	-	-
	Employees and residents eligible (%)	-	-
Parking			
(2-d) Unbundle parking	Monthly parking cost (\$)	-	-
(2-e) Reduce parking supply	Base city code parking requirement (spaces)	-	-
	Actual parking provision (spaces)	-	-
(2-f) Price workplace parking	Daily parking charge (\$)	-	-
	Employees subject to priced parking (%)	-	-
(2-g) Parking cash-out	Employees eligible (%)	-	-
Commute Trip Reductions			
(3-h) CTR with required monitoring	Employees eligible (%)	-	-
(3-i) Ridesharing program	Employees eligible (%)	-	-
(3-j) Telecommuting	Employees eligible (%)	-	-
(3-k) Alternative work schedules	Strategy (9-day/80-hour, 4-day/40-hour)	-	-
	Employees participating (%)	-	-
(3-l) Association- or employer sponsored vanpool, circulator or shuttle	Degree of implementation (low, medium, high)	-	-
	Employees eligible (%)	-	-
Education & Encouragement			
(4-m) Voluntary travel behavior change program	Employees and residents participating (%)	-	-
(4-n) Promotions and marketing	Employees and residents participating (%)	-	-
Shared Mobility			
(5-o) Car-share	If the TDM is implemented (yes/no)	-	-
(5-p) Bike-share	If the TDM is implemented (yes/no)	-	-
(5-q) Other shared mobility devices	If the TDM is implemented (yes/no)	-	-
(5-r) School carpool program	Degree of implementation (low, medium, high)	-	-
Neighborhood / Site Enhancement			
(6-s) Traffic calming measures	Intersections with traffic calming improvements (%)	-	-
	Streets with traffic calming improvements (%)	-	-
(6-t) Pedestrian network improvements	Inclusion (within project only, within project and connecting off-site)	-	-
(6-u) Shared use paseos or paths	If the TDM is implemented (yes/no)	-	-