# APPENDIX G

## Transportation Assessment

FORM GEN. 160A (Rev. 1/82)

# CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6422 W Selma Av
DOT Case No. CEN20-49948

Date: February 18, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 6422 WEST SELMA AVENUE (PAR-2020-5614-VHCA/ADM-2020-5245-TOC)**

The Department of Transportation (DOT) has reviewed the trip generation and vehicle miles traveled (VMT) screening assessment prepared by Linscott, Law & Greenspan, Engineers (LLG), dated February 2, 2021, for the proposed 6422 Selma Residential project located at 6422 West Selma Avenue in the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3.

The 6422 Selma Residential project, located southeast of the intersection of Selma Avenue and Wilcox Avenue, will remodel and expand the existing one-story office building at 6422 West Selma Avenue (see **Attachment A** into a tower, demolish the storage building on the adjacent 1550 Wilcox Avenue, and construct a 14-story building. The lot line will be adjusted following the 1550 Wilcox demolition in order for this portion of 1550 Wilcox Avenue to become part of the proposed project site. The proposed project will be comprised of 40 multi-family dwelling units, five affordable housing family-type dwelling units, 38 vehicle parking spaces, and 45 (40 long-term and 5 short-term) bicycle parking spaces. Access to the building will be provided via a driveway along Selma Avenue as illustrated in **Attachment B**.

In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the 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).

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips threshold requiring further analysis. Using the City of Los Angeles VMT Calculator Version 1.3 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition 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 not exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page is provided as **Attachment C** to this report.

DOT concurs with the conclusion of the analysis that the project trip generation does not meet the trip threshold to require a traffic impact analysis. Therefore, DOT will not require the preparation of a traffic impact analysis for this project.

Please note this DOT assessment does not constitute approval of the driveway dimensions and internal circulation schemes. Those require 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).

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

*K:\Letters\2021\CEN20-49948_6422 Selma_Residential_trip gen & screening.docx*

c: Craig Bullock, Council District 13
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire, DOT
Taimour Tanavoli, Case Management Office, DOT
Clare M. Look-Jaeger & Chin S. Taing, LLG


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NOT TO SCALE

MAP SOURCE: GOOGLE EARTH

PROJECT SITE

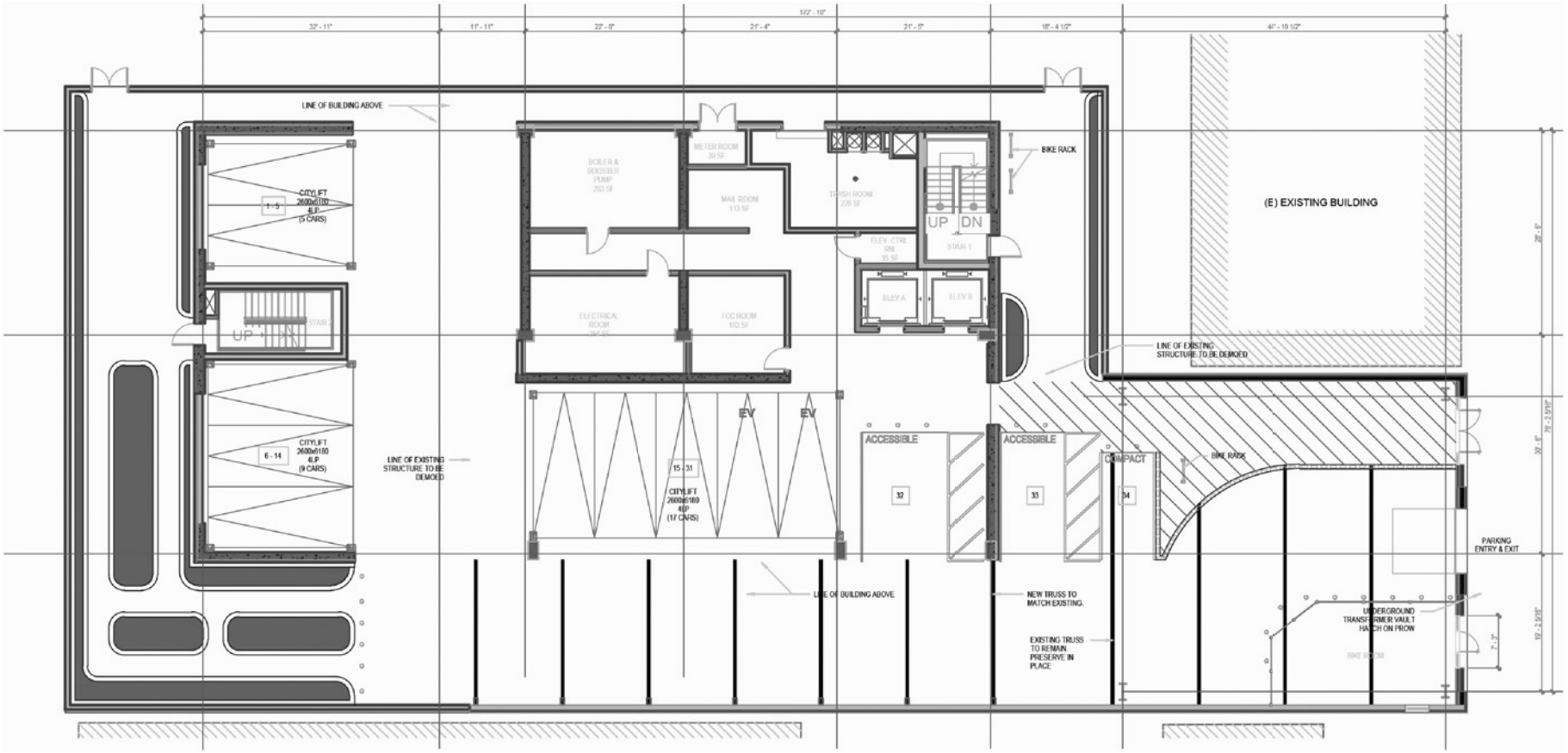
EXISTING DRIVEWAY

# FIGURE 2
# AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

6422 SELMA RESIDENTIAL PROJECT

WILCOX AVE




CEN20-49948_6422 Selma Av
SELMA AVE

Attachment B

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MAP SOURCE: DLR GROUP

# FIGURE 3
# SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

6422 SELMA RESIDENTIAL PROJECT

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# 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:** 6422 Selma Residential
**Scenario:**
**Address:** 6422 W SELMA AVE, 90028


**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 | 6.522 | 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 |
|---|---|---|
| Housing \| Affordable Housing - Family | 5 | DU |
| Housing \| Multi-Family | 40 | DU |
| Housing \| Affordable Housing - Family | 5 | DU |

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 |
|---|---|
| 47 Daily Vehicle Trips | 172 Daily Vehicle Trips |
| 349 Daily VMT | 1,028 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 | 125 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 679 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

# MEMORANDUM

| | | | |
|---|---|---|---|
| To: | Eileen Hunt<br>Los Angeles Department of Transportation | Date: | February 2, 2021 |
| From: | Clare M. Look-Jaeger, P.E. CL-Jaeger<br>Chin S. Taing, PTP, RSP1 CST<br>Linscott, Law & Greenspan, Engineers | LLG Ref: | 1-19-4328-2 |
| Subject: | **6422 Selma Residential Project – Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment (6422 Selma Avenue)** | | |


LINSCOTT LAW & GREENSPAN engineers

**Engineers & Planners**
Traffic
Transportation
Parking

**Linscott, Law & Greenspan, Engineers**
600 S. Lake Avenue
Suite 500
Pasadena, CA 91106
**626.796.2322** T
626.792.0941 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills


Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the trip generation and VMT screening assessment for the proposed 6422 Selma Residential project ("proposed project" herein). The trip generation and VMT screening assessment includes a comparison of potential traffic generation between the proposed project and the existing use on the project site located at 6422 Selma Avenue. The project is also related to a planning application to provide a lot line adjustment between the two properties (i.e., 6422 Selma Avenue and 1540-1552 Wilcox Avenue site) following the demolition of the storage building on the Wilcox site.

Briefly, it is concluded that the proposed 6422 Selma Residential project is expected to generate seven (7) net new vehicle trips (i.e., 3 fewer inbound trips and 10 additional outbound trips) during the weekday AM peak hour when compared with the current occupancy of the existing site. During the weekday PM peak hour, the proposed project is expected to generate eight (8) net new vehicle trips (i.e., 9 additional inbound trips and 1 fewer outbound trip) when compared with the current occupancy of the existing site. Using the City's current VMT calculator, over a 24-hour period, the proposed project is forecast to result in 125 additional daily trip ends during a typical weekday when compared with the current occupancy of the existing site. However, as the project is expected to generate less than 250 net new average daily trips (ADT), LLG has concluded that no further analysis is required for purposes of satisfying the requirements of the California Environmental Quality Act (CEQA).

This trip generation assessment includes a description of existing project site conditions, a summary of the proposed project description, a summary of the existing site and proposed project trip generation forecasts, and a comparison of the subject trip generation forecasts.

**EXISTING CONDITIONS**

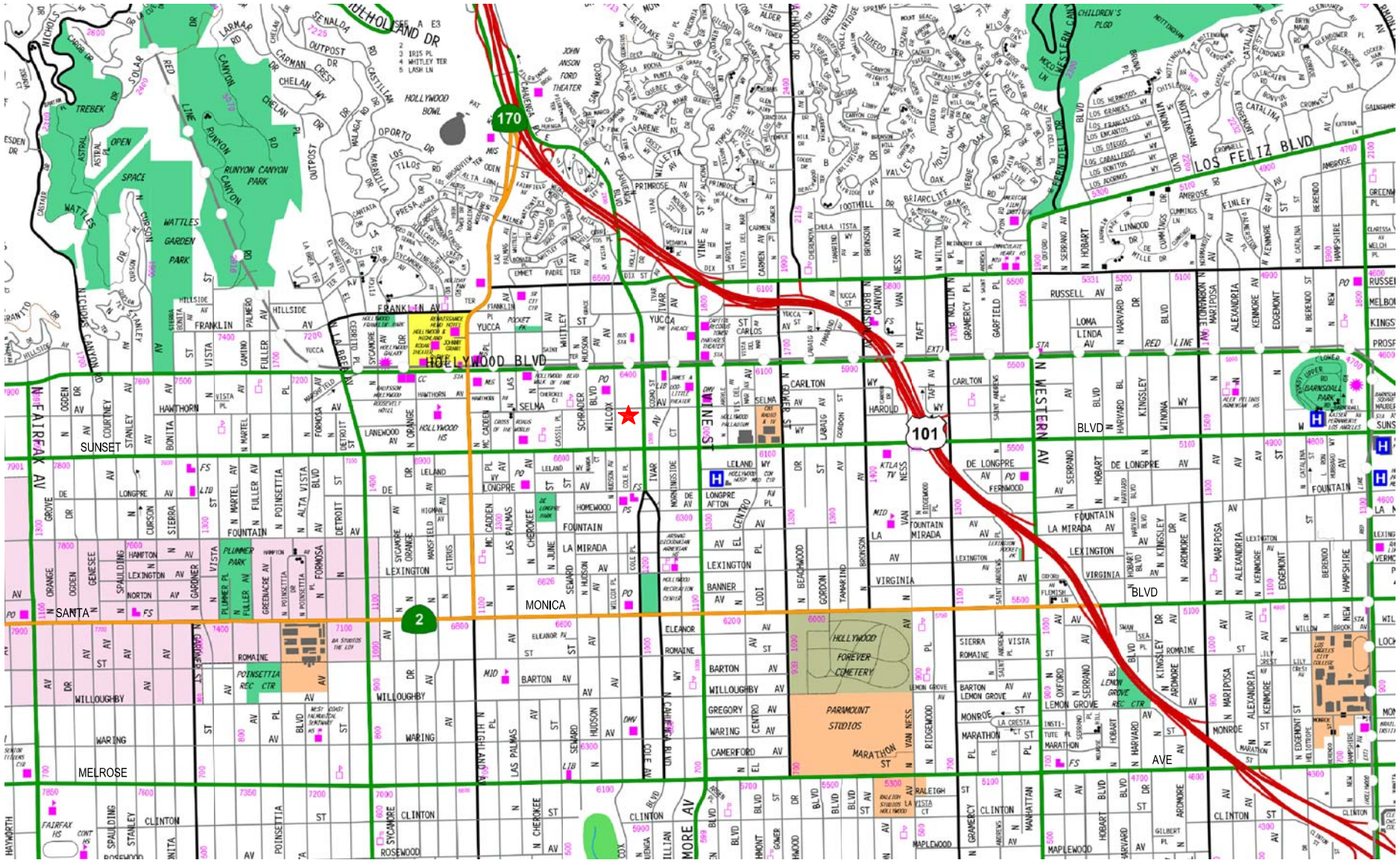
The proposed project site is located at 6422 Selma Avenue in the Hollywood Community Plan area of the City of Los Angeles, California. The proposed project site is generally bounded by Selma Avenue to the north, commercial uses to the south, an existing video production studio to the east, and an urgent care center and the Gilbert Hotel to the west. The proposed project site and general vicinity are shown in ***Figure 1***. An aerial photograph of the project site and vicinity is displayed in ***Figure 2***.

The existing Selma site is currently developed with a one-story office building of approximately 6,522 square feet. As mentioned previously, the project is also related to the adjacent 1550 Wilcox Avenue site which is currently developed with the three-story, 68-room Gilbert Hotel and a one-story storage building of approximately 9,945 square feet.

The proposed Selma site is planned to comprise a total of 15,022 square feet, following the demolition of the storage building on the Wilcox site and lot line adjustment of that area to the Selma site. The existing office building on the Selma site will be remodeled and expanded to accommodate the proposed tower. The exterior façade of the historic building will remain.

Based on the guidelines set forth in LADOT's transportation assessment guidelines, an existing use trip generation credit may be applied to a project to account for the vehicle trips generated by the existing use(s) if the existing use has been occupied for at least six consecutive months within the past two years. As the existing site office space on the Selma site is occupied and operational, a trip generation credit for the existing office use is appropriate for purposes of forecasting the net new project trip generation. No trip generation credit was taken for the storage building on the Wilcox site as the use is considered ancillary storage space for the adjacent Gilbert Hotel building. Furthermore, since no changes are proposed to the Gilbert Hotel building in connection with the development of the proposed project at the Selma site, no additional trips are anticipated in connection with the continued use on the Wilcox site.

As noted previously, the proposed project is located within the Hollywood Community Plan area of the City of Los Angeles. The Hollywood Community Plan area covers 25 square miles, extending roughly south of the Cities of Burbank and Glendale and the Ventura Freeway, west of I-5 Freeway, north of Melrose Avenue, and east of the Cities of West Hollywood and Beverly Hills. The Metro Red Line is a subway line that provides service through the Hollywood area of the City of Los

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MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITE

# FIGURE 1
# SITE VICINITY

LINSCOTT, LAW & GREENSPAN, engineers

6422 SELMA RESIDENTIAL PROJECT

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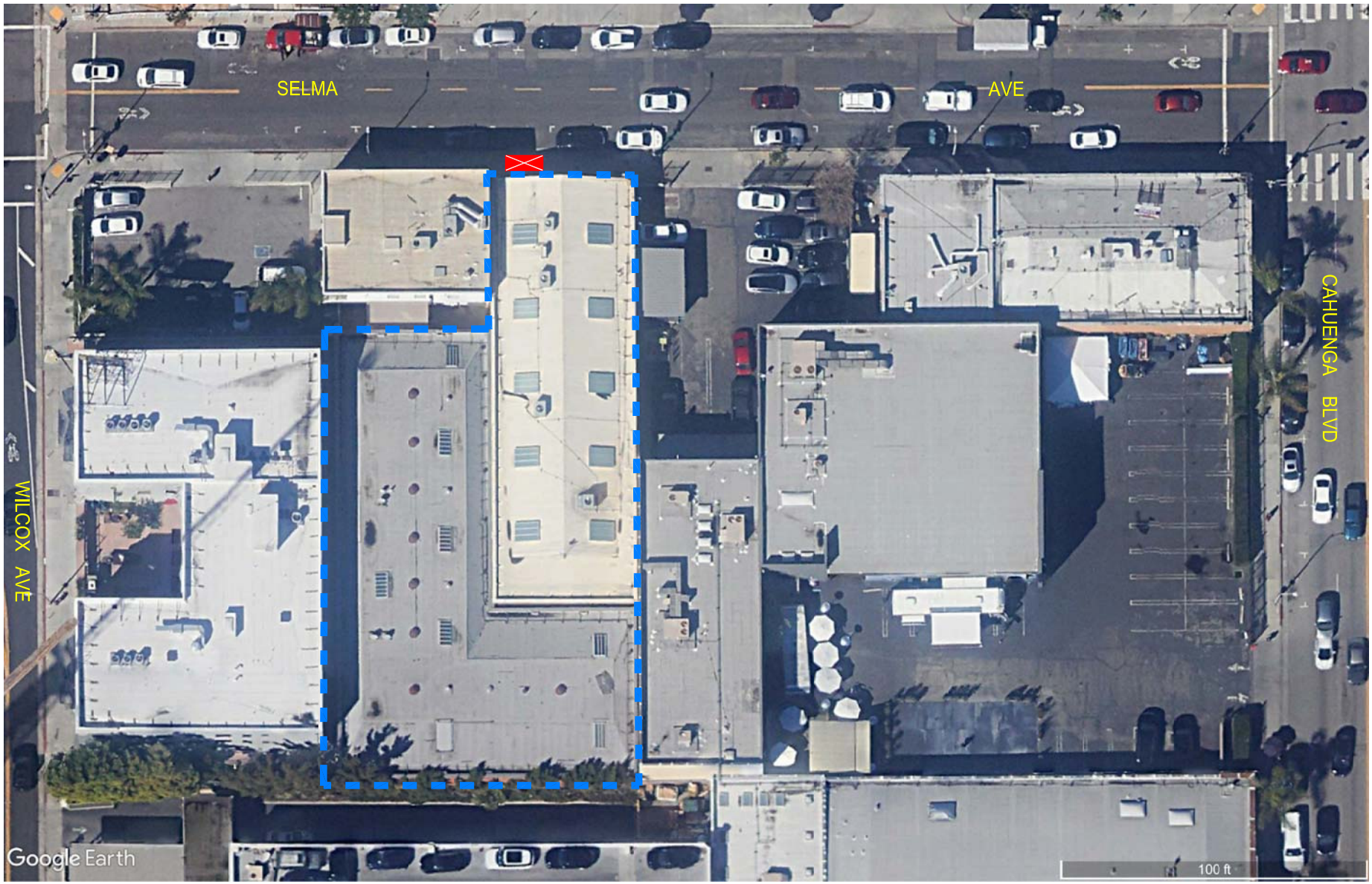


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MAP SOURCE: GOOGLE EARTH

PROJECT SITE

EXISTING DRIVEWAY

# FIGURE 2
# AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

6422 SELMA RESIDENTIAL PROJECT

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Angeles and connects the Hollywood area with the San Fernando Valley and Downtown Los Angeles. Extensive transit service is currently provided in the vicinity of the project and is summarized in ***Table 1***. The Metro Red Line Hollywood/Vine station is located at 6250 Hollywood Boulevard, which is less than one-half mile northeast of the project site. During the weekday AM and PM peak hours, the Metro Red subway line provides headways of 10 minutes per train (i.e., approximately six Red Line trains) in the northbound and southbound directions.

## PROJECT DESCRIPTION

The proposed project consists of an infill development with market rate multi-family and affordable housing residential units on the Selma site. The 14-story building comprises 67,564 square feet and provides 12 residential levels above two levels of stacked parking with ground floor residential amenity space. The residential project components are summarized as follows:

- Market Rate Multi-Family Use: 40 dwelling units
- Affordable Housing Use: 5 family-type dwelling units

The ground floor project site plan for the proposed project is displayed in ***Figure 3***. All of the residential units are proposed as four-bedroom units, with an open plan concept in the common areas to maximize interior space and flexibility. Parking is provided on the lower two levels of the building with direct access via one driveway along the south side of Selma Avenue. A total of 38 parking spaces is planned to be provided through a stacked parking system which is accessible on the ground floor level only. The parking supply provided at the Selma site also includes 12 off-site parking spaces for the adjacent 1540-1552 Wilcox Avenue site, designated via a covenant. The project will also provide 40 long-term and 5 short-term residential bicycle parking spaces.

This project is also related to the application to allow for the demolition of the existing storage building located at the Wilcox site. A lot line adjustment is also requested such that following the demolition of the storage building, this portion of the Wilcox site would become part of the Selma site. No changes or improvements are proposed to the Gilbert Hotel building. Following the lot line adjustment, the proposed Selma site would comprise approximately 15,022 square feet.

## PROJECT TRIP GENERATION

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes to be generated by the proposed 6422 Selma Residential project were forecast for the

Table 1
EXISTING TRANSIT ROUTES [1]

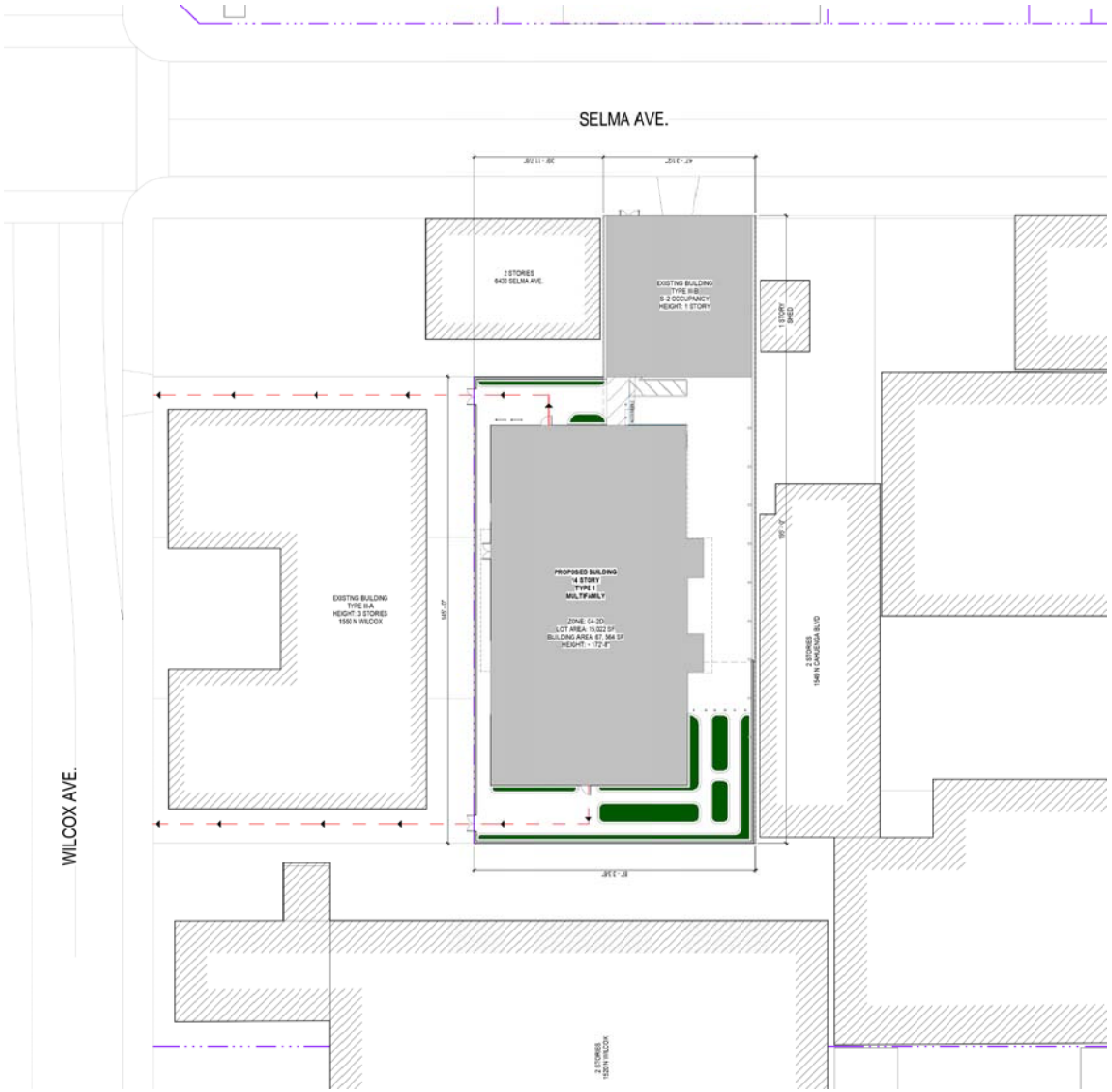
| ROUTE | DESTINATIONS | ROADWAY(S) NEAR SITE | NO. OF BUSES/TRAINS DURING PEAK HOUR | | |
|---|---|---|---|---|---|
| | | | DIR | AM | PM |
| Dash Beachwood Canyon | Beachwood Canyon to Sunset Boulevard, via Franklin Avenue, Hollywood Boulevard and Hollywood Red Line Station | Vine Street, Hollywood Boulevard, Selma Avenue, Sunset Boulevard | NB<br>SB | 3<br>3 | 3<br>3 |
| Dash Hollywood | City of Los Angeles by way of Hollywood | Highland Avenue, Hollywood Boulevard, Sunset Boulevard | Clockwise<br>C/Clockwise | 2<br>2 | 2<br>2 |
| Dash Hollywood/Wilshire | Hollywood to Koreatown via Los Angeles | Vine Street, Selma Avenue, Sunset Boulevard | NB<br>SB | 3<br>3 | 3<br>3 |
| Metro 2/302 | Westwood to Downtown Los Angeles via Beverly Hills, Hollywood, Los Angeles and Echo Park | Highland Avenue, Wilcox Avenue, Vine Street, Sunset Boulevard | EB<br>WB | 4<br>12 | 8<br>5 |
| Metro 210 | Redondo Beach to Hollywood via Torrance, Hawthorne, Inglewood, Jefferson Park, Los Angeles and Koreatown | Vine Street, Hollywood Boulevard, Sunset Boulevard | NB<br>SB | 4<br>3 | 4<br>4 |
| Metro 212/312 | Hawthorne to Hollywood via Inglewood, Baldwin Hills and Miracle Mile | Wilcox Avenue, Cahuenga Boulevard, Vine Street, Hollywood Boulevard | NB<br>SB | 6<br>5 | 3<br>4 |
| Metro 217 | Fox Hills to Hollywood via Los Angeles and West Hollywood | Wilcox Avenue, Cahuenga Boulevard, Vine Street, Hollywood Boulevard | NB<br>SB | 4<br>5 | 5<br>5 |
| Metro 222 | Hollywood to Sunland via Cahuenga Pass, Burbank and Sun Valley | Wilcox Avenue, Cahuenga Boulevard, Vine Street, Hollywood Boulevard | NB<br>SB | 1<br>1 | 2<br>1 |

[1] Sources: City of Los Angeles Department of Transportation (Dash) and Los Angeles County Metropolitan Transportation Authority (Metro) websites, 2019.

Table 1 (Continued)
EXISTING TRANSIT ROUTES [1]

| ROUTE | DESTINATIONS | ROADWAY(S) NEAR SITE | NO. OF BUSES/TRAINS DURING PEAK HOUR | | |
|---|---|---|---|---|---|
| | | | DIR | AM | PM |
| Metro 237/656 | Hollywood to Mission Hills via Studio City, North Hollywood, Van Nuys, North Hills and Granada Hills | Highland Avenue, Sunset Boulevard | NB<br>SB | 1<br>2 | 2<br>2 |
| Metro 780 | Pasadena to Los Angeles via Eagle Rock, Glendale, Hollywood and West Hollywood | Vine Street, Hollywood Boulevard | EB<br>WB | 5<br>5 | 4<br>5 |
| Metro B Line (Red) | Downtown Los Angeles to North Hollywood via Los Angeles and Universal City | Vine Street, Hollywood Boulevard | EB<br>WB | 6<br>6 | 6<br>6 |
| | | | **Total** | **86** | **82** |

[1] Sources: City of Los Angeles Department of Transportation (Dash) and Los Angeles County Metropolitan Transportation Authority (Metro) websites, 2019.

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MAP SOURCE: DLR GROUP

# FIGURE 3
# SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

6422 SELMA RESIDENTIAL PROJECT

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weekday AM and PM peak hours, and over a 24-hour period. Generation rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[1] were utilized to forecast project traffic generation for the proposed project and existing site use, with the exception of the affordable housing dwelling units. Traffic volumes expected to be generated by the market-rate multi-family residential dwelling units land use component was based upon the following ITE trip generation average rates:

- ITE Land Use Code 222: Multi-Family Housing (High-Rise)

The multi-family housing (high-rise) trip generation rates employed for analysis purposes are conservative in that they reflect a general urban/suburban area and these rates are higher than those developed by the City of Los Angeles Department of Transportation (LADOT) for dense multi-use urban areas. As the ITE publication does not provide trip rates for a land use such as the project's affordable housing residential land use component, it was deemed appropriate to forecast the trips expected to be generated by the affordable housing land use component using trip rates published by LADOT in the City's transportation assessment guidelines[2] (TAG) which are directly applicable to the proposed project. The LADOT trip generation rates for affordable housing projects were developed based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles during year 2016. The LADOT affordable housing trip rates include three different housing type categories: affordable family housing; affordable senior housing, and affordable special needs and supportive housing. In this instance, the affordable family housing category is directly applicable to the proposed project which will provide housing for permanent long-term tenants designed to enable individuals and families at risk of homelessness to ensure that they remain housed and live as independently as possible. LADOT's affordable family housing category trip rates are summarized as follows:

<u>Affordable Family Housing</u>

- Average AM Peak Hour Trip Rate: 0.52 trips per dwelling unit; 38% inbound and 62% outbound
- Average PM Peak Hour Trip Rate: 0.38 trips per dwelling unit; 55% inbound and 45% outbound

In addition to the proposed project trip generation forecasts, forecasts also were made for the existing project site land use. The following ITE land use category trip

[1] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.
[2] *Transportation Assessment Guidelines*, City of Los Angeles Department of Transportation, July 2020.

generation rates were used to forecast traffic volumes associated with the existing site commercial land use:

- ITE Land Use Code 710: General Office

The trip generation forecast for the proposed 6422 Selma Residential project is summarized in ***Table 2***. As presented in *Table 2*, the proposed project is expected to generate seven (7) net new vehicle trips (i.e., 3 fewer inbound trips and 10 additional outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate eight (8) net new vehicle trips (i.e., 9 additional inbound trips and 1 fewer outbound trip) when compared with the current occupancy of the existing site. As mentioned previously, since no changes are proposed to the Gilbert Hotel building in connection with the development of the proposed project at the Selma site, no additional trips are anticipated in connection with the continued use on the Wilcox site.

## PROJECT VEHICLE MILES TRAVELED (VMT) ANALYSIS SCREENING

The Los Angeles Department of City Planning (LADCP) and LADOT updated the Transportation Section of the City's California Environmental Quality Act (CEQA) Thresholds Guide to comply with and implement Senate Bill (SB) 743. On September 27, 2013, Governor Brown signed SB 743. Under SB 743, the focus of transportation analysis pursuant to CEQA shifts from driver delay, or level of service, to reduction of vehicle miles traveled, reduction in greenhouse gas emissions, creation of multimodal networks and promotion of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB 743 with a target implementation date of July 1, 2020. City staff presented the CEQA Appendix G environmental checklist update to the City Council, which led to the adoption of new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide. In the course of this update, LADOT has developed a VMT Calculator tool to "screen" projects if a VMT analysis is required, and if so, then to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This tool is intended to be used for development projects within the City of Los Angeles, and the VMT methodology is tailored to the TAG.

A copy of the completed VMT screening analysis worksheet is attached to this memorandum. Based on the results using the City's VMT calculator, a formal VMT assessment is not required to be performed since the net new ADT (i.e., 125 ADT)

Table 2
PROJECT TRIP GENERATION FORECAST

| TRIP GENERATION RATES [1] | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | ITE LAND USE | | WEEKDAY | WEEKDAY AM PEAK HOUR | | | WEEKDAY PM PEAK HOUR | | |
| ITE LAND USE CATEGORY | CODE | VARIABLE | DAILY | IN (%) | OUT (%) | TOTAL | IN (%) | OUT (%) | TOTAL |
| Family Affordable Housing | LADOT | Per Dwelling Unit | 4.16 | 38% | 62% | 0.52 | 55% | 45% | 0.38 |
| Multifamily Housing (High Rise) | 222 | Per Dwelling Unit | 4.45 | 24% | 76% | 0.31 | 61% | 39% | 0.36 |
| General Office Building | 710 | Per 1,000 SF | 9.74 | 86% | 14% | 1.16 | 16% | 84% | 1.15 |

| PROJECT TRIP GENERATION FORECAST | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | ITE LAND USE | | DAILY TRIP ENDS [2] | AM PEAK HOUR VOLUMES [2] | | | PM PEAK HOUR VOLUMES [2] | | |
| LAND USE | CODE | SIZE | VOLUMES | IN | OUT | TOTAL | IN | OUT | TOTAL |
| ***Proposed Project*** | | | | | | | | | |
| Family Affordable Housing | LADOT | 5 DU | 21 | 1 | 2 | 3 | 1 | 1 | 2 |
| Multifamily Housing (High Rise) | 222 | 40 DU | 178 | 3 | 9 | 12 | 9 | 5 | 14 |
| - Less Transit Adjustment (5%) [3] | | | (9) | 0 | 0 | 0 | 0 | 0 | 0 |
| ***Subtotal Proposed Project*** | | | ***190*** | ***4*** | ***11*** | ***15*** | ***10*** | ***6*** | ***16*** |
| ***Existing Uses*** | | | | | | | | | |
| General Office Building | 710 | (6,522) GSF | (64) | (7) | (1) | (8) | (1) | (7) | (8) |
| ***Subtotal Existing Use*** | | | ***(64)*** | ***(7)*** | ***(1)*** | ***(8)*** | ***(1)*** | ***(7)*** | ***(8)*** |
| ***NET NEW PROJECT TRIPS*** | | | ***126*** | ***(3)*** | ***10*** | ***7*** | ***9*** | ***(1)*** | ***8*** |

[1] Source: City of Los Angeles Department of Transportation (LADOT), July 2020; and ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Transit and walk adjustments are based on the project site's proximity to Metro bus and rail transit opportunities.

does not exceed the daily trip threshold of 250 ADT established as the screening criteria in the TAG.

**SUMMARY AND CONCLUSIONS**

Based on the above net new vehicle trip generation forecasts (i.e., comparing the existing site to the proposed project), it is concluded that no further analysis is required since the project is expected to generate less than 250 net new ADT.

Please feel free to call us with any questions or comments at 626.796.2322.

c: File

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

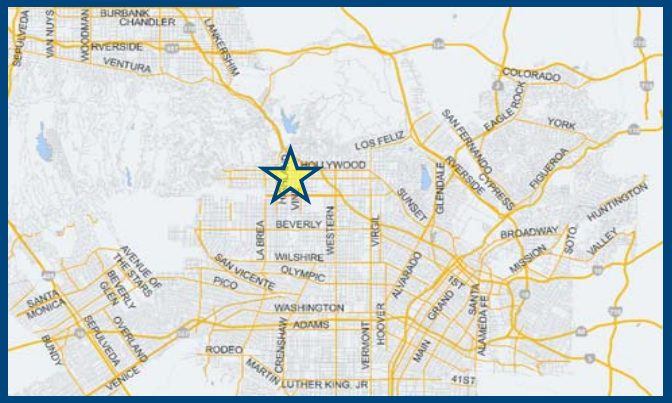
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** 6422 Selma Residential

**Scenario:**

**Address:** 6422 W SELMA AVE, 90028




**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 | 6.522 | ksf |
| Office \| General Office | 6.522 | 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 |
|---|---|---|
| Housing \| Affordable Housing - Family | 5 | DU |
| Housing \| Multi-Family | 40 | DU |
| Housing \| Affordable Housing - Family | 5 | DU |

☐ 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 |
|---|---|
| 47 Daily Vehicle Trips | 172 Daily Vehicle Trips |
| 349 Daily VMT | 1,028 Daily VMT |

### Tier 1 Screening Criteria

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### Tier 2 Screening Criteria

| | |
|---|---|
| The net increase in daily trips < 250 trips | 125 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 679 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