Appendix F
VMT Assessment for
UCLA Gayley Towers Redevelopment Project
KOA Corporation

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Date: May 23, 2023

To: Ashley Rogers – UCLA Capital Programs, Assistant Director, Environmental Planning

From: Ryan Kelly, TE – KOA, Senior Engineer

Subject: VMT Assessment for UCLA Gayley Towers Redevelopment Project

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The University of California, Los Angeles (UCLA) is proposing to develop an off-campus student housing project. The UCLA Gayley Towers Redevelopment Project (the "Project") would consist of the redevelopment of a university-owned residential apartment building into new co-living style of student housing with 187 rooms and up to 545 beds (based on triple-room occupancy), including affordable units. The Project site is located at 565 Gayley Avenue in the Westwood community of the City of Los Angeles (the "City"). The Project Site Vicinity Map is shown in Attachment A.

UCLA is not required to follow the City of Los Angeles Department of Transportation (LADOT) *Transportation Assessment Guidelines* (the "TAG") (August 2022). However, the TAG and the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Impacts in California Environmental Quality Act* (*CEQA)* (December 2018) were used as guides for a qualitative vehicle miles traveled (VMT) assessment for the proposed Project. The results of the VMT assessment are described in further detail below. In addition, per the TAG, select non-CEQA transportation effects were also considered for the Project.

PROJECT DESCRIPTION

The Project would redevelop an existing six-story university-owned residential apartment building into an eight-story student housing project on an approximately 0.48-acre parcel at 565 Gayley Avenue. The existing apartment building provides 51 studio/studio loft units with an occupancy of 100 students. It would be replaced by the Project which would include up to 545 beds for undergraduate students, including 358 affordable beds, based on triple-room occupancy. The Project would function as co-living housing, which is a hybrid of dorm-style housing with community bathrooms and shared spaces for students to cook, eat, and socialize. Located adjacent to the UCLA undergraduate campus community, residents would be able to utilize the nearby community facilities for students such as dining halls, fitness rooms, recreation space, computer and study rooms, and administrative and operational support. The Project would provide a bike storage room on the ground level that could accommodate at least 16 bikes. The Project includes a service drive/garage from Gayley Avenue located at the northwest corner of the building. This drive/garage would allow direct access for trash removal, and would provide two tandem parking spaces for service vehicles and deliveries. The Conceptual Project Site Plan is provided in Attachment B.

ENVIRONMENTAL SETTING

The Project is situated within the Westwood community of the City. The Project site is generally bounded by Gayley Avenue to the north and multifamily residential uses to the west, east, and south.

The Project site is located within walking distance of the UCLA campus, situated approximately 300 feet northwest of the Gayley Avenue & Strathmore Drive/Place access point to the western side of campus. There is also a mid-block signalized crosswalk approximately 800 feet northwest of the Project site between Landfair Avenue and Strathmore Drive/Place that provides additional access to the western portion of the campus. The immediate area surrounding the site is residential in nature, characterized by dense mid-rise apartment buildings and fraternity houses. Westwood Village is located a short distance south-southeast of the site and includes a mixture of land uses with office, retail, and restaurant space.

The Project site and surrounding uses in Westwood are well served by Freeways, Avenues, and Local Streets. Freeways are located west and south of the Project site and provide convenient access to the larger, regional roadway network. Within the study area, the primary roadways and roadway classifications according to the City of Los Angeles Mobility Plan 2035 include Gayley Avenue, which is designated as an Avenue II, and Strathmore Drive/Place, which is designated as a Local Street. An extensive transit network serves the UCLA campus and Westwood area, with the closest bus stops provided at the intersection of Gayley Avenue & Strathmore Drive/Place. The Project area's transportation facilities are described below in more detail.

EXISTING ROADWAY NETWORK

EXISTING FREEWAYS

The San Diego Freeway/Interstate 405 (I-405) provides primary north-south regional access in the vicinity of the study area, with access located approximately one mile to the northwest and southwest of the Project site. It is a major traffic corridor between the San Fernando Valley to the north and Orange County to the south. I-405 branches off from Interstate 5 (I-5) in the Sylmar community near the City of San Fernando and passes through the San Fernando Valley, West Los Angeles, South Central Los Angeles, the City of Long Beach and Orange County before rejoining I-5 in the City of Irvine. In the vicinity of the Project, this freeway typically provides four general-purpose travel lanes and one high-occupancy vehicle travel lane in each direction and interchanges with Interstate 10 (I-10) with full or partial ramp connections at Sunset Boulevard, Wilshire Boulevard, and Santa Monica Boulevard. According to available pre-Covid (2019) data, which provides a more conservative representation of traffic volumes than the most recent available data (2020), on the State of California Department of Transportation ("Caltrans") website, I-405 had an annual average daily traffic volume of 285,000 to 310,000 vehicles near Wilshire Boulevard.

The Santa Monica Freeway/Interstate 10 (I-10) is the primary east-west freeway in Los Angeles County. Access to I-10 is located approximately three miles south of the Project site. The freeway provides a continuous route from the City of Santa Monica eastward through Los Angeles and San Bernardino Counties to the border with Arizona, continuing east through the southern United States. Near the Project site, I-10 connects downtown Los Angeles to Mid-City, the City of Culver City, West Los Angeles and the City of Santa Monica. The I-10 mainline generally has four travel lanes in each direction, along with auxiliary lanes between some ramp locations, and has a full interchange with I-405. According to data available pre-Covid (2019) on the Caltrans website, average daily traffic volumes on I-10 near the I-405 junction were approximately 238,000 to 251,000 vehicles.

EXISTING HIGHWAYS AND STREETS

Gayley Avenue, an Avenue II roadway, is a primary access route for Westwood Village and the UCLA campus. Gayley Avenue bends northwesterly, intersecting and terminating at Veteran Avenue where it transitions to Montana Avenue. South of Wilshire Boulevard, Gayley Avenue becomes Midvale Avenue. Gayley Avenue provides one travel lane in each direction north of its intersection with Strathmore Drive/Place and two travel lanes and left-turn channelization, and northbound right-turn channelization at its intersection with Strathmore Drive/Place. A bicycle route is provided along the section of Gayley Avenue adjacent to the Project site, with on-street parking permitted along both sides of the roadway. Bus stops are located on the northeast, southwest, and southeast corners of the intersection of Gayley Avenue and Strathmore Drive/Place.

Strathmore Drive/Place extends from Veteran Avenue northeast-east to Westwood Plaza on the UCLA campus. It is designated as a Local Street, west of Gayley Avenue, by the City of Los Angeles. One travel lane is provided in each direction and on-street parking is permitted along both sides of the roadway, west of Gayley Avenue. East of Gayley Avenue, the roadway generally provides one travel lane in each direction along with protected bike lanes. Left- and right-turn channelization is provided traveling westbound at Gayley Avenue, left-turn channelization is provided eastbound at Charles E. Young Drive West, and left- and right-turn channelization is provided eastbound at Westwood Plaza.

EXISTING PUBLIC TRANSIT

The roadways in the vicinity of the Project site are served by multiple bus lines managed by the Los Angeles County Metropolitan Transportation Authority ("Metro"), Santa Monica Big Blue Bus (BBB), Antelope Valley Transit Authority (AVTA), City of Santa Clarita Transit, Amtrak, and LADOT. These bus lines provide a variety of bus services and, when transfer opportunities are considered, those outlined below provide access to Metro rail services, Metrolink, and numerous other bus routes served by Metro, LADOT, and other municipal bus operators. The bus lines within a "reasonable/comfortable walking distance" (approximately one-quarter mile or less) of the Project site are described below. It is noted that bus stops located at the nearby intersection of Gayley Avenue & Strathmore Drive/Place are served by 11 different bus lines. The Project site is located approximately 0.3 mile west of the UCLA Gateway Plaza that serves as an area transit hub. Additionally, Metro is currently constructing the Purple Line (D Line) extension which will be adding two new stations – Westwood/UCLA and Westwood/VA Hospital that will connect the Westside to downtown Los Angeles. The anticipated opening of these stations is in 2027. The Westwood/UCLA station will be located on the northwest corner of the intersection of Wilshire Boulevard and Gayley Avenue, approximately 0.8 miles from the Project site. Once this transit project is completed, the rail line will provide increased access and connectivity in the general area and decrease vehicular travel on the roadways.

METRO

Line 602 provides east-west local bus service mainly along Sunset Boulevard with a segment along Gayley Avenue. Line 602 travels between the Pacific Palisades and Westwood. Bus stops are located at the intersection of Gayley Avenue & Strathmore Drive/Place -- on the northeast corner for westbound travel and on the southwest corner for eastbound travel. Line 602 operates on weekdays with headways of approximately 45 minutes during the peak hours and approximately 60 minutes on weekends.

LADOT

Commuter Express Line 431 provides east-west commuter bus service between Westwood and downtown Los Angeles via segments of Gayley Avenue, Wilshire Avenue, the I-10, Grand Avenue, and Olive Street. Line 431 provides eastbound service in the AM peak period and westbound service in the PM peak period. The nearest bus stops are located at the intersection of Gayley Avenue & Strathmore Drive/Place on the northeast corner for westbound travel and on the southwest corner for eastbound travel. It operates during weekdays with headways of approximately 25-35 minutes depending on the direction travel and time of day.

Commuter Express Line 573 provides north-south commuter bus service between Century City and Mission Hills traveling along portions of Balboa Boulevard, the I-405, Gayley Avenue, Wilshire Boulevard, and Santa Monica Boulevard. Commuter service in the southbound direction is mainly provided in the AM period, with the exception of one PM period bus; and northbound service is mainly provided in the PM period, with one AM period bus. The nearest bus stops are located at the intersection of Gayley Avenue & Strathmore Drive/Place, on the northeast corner for northbound travel and on the southwest corner for southbound travel. Line 573 operates during weekdays with headways that vary between 10-45 minutes depending on the direction of travel and time of day.

BBB

Line 18 provides north-south local bus service along Strathmore Place, Gayley Avenue, Wilshire Boulevard, and 4th Street between Westwood and Marina del Rey. Bus stops are located at the intersection of Gayley Avenue & Strathmore Drive/Place -- on the southeast corner for northbound travel and on the southwest corner for southbound travel. Line 18 operates daily with headways of approximately 30 minutes during the weekday peak hours and on weekends.

AVTA

Line 786 provides north-south commuter bus service between the City of Lancaster and Hollywood along I-405, Gayley Avenue, Santa Monica Boulevard, and La Brea Avenue. The commuter service provides four southbound buses in the AM peak period and four northbound buses in the PM peak period. The nearest bus stops are located at the intersection of Gayley Avenue & Strathmore Drive/Place on the northeast corner for northbound travel and on the southwest corner for southbound travel. Line 786 operates during weekdays with headways of approximately 25-30 minutes during the AM period and 35-45 minutes during the PM period.

AMTRAK

Westwood/UCLA Thruway Service provides a dedicated bus that connects the Westwood/UCLA area to the Van Nuys and Bakersfield Amtrak Stations for further connection to the San Joaquin and Pacific Surfliner Amtrak trains. The bus stop is located at 592 Gayley Avenue, just north of Strathmore Place. Bus service is provided daily between the UCLA campus and Van Nuys, with two buses providing service during the AM period and two buses running in the PM period. In the opposite direction, between Van Nuys and UCLA, four buses are provided all during the PM period.

SANTA CLARITA TRANSIT

Line 792 provides north-south commuter bus service between the City of Santa Clarita and Century City, traveling along I-5, I-405, Gayley Avenue, Wilshire Boulevard, Beverly Glen Boulevard, and Santa Monica Boulevard. Commuter service is provided in the northbound direction during the AM period and in the southbound direction during the PM period. The nearest bus stops are located at the intersection of Gayley Avenue & Strathmore Drive/Place on the northeast corner for northbound travel and on the southwest corner for southbound travel. Line 792 operates during weekdays, with three buses in the AM period with headways of approximately 15-45 minutes and with two buses in the PM period with headways of approximately 60 minutes.

Line 797 provides north-south commuter bus service between the City of Santa Clarita and Century City traveling along the Antelope Valley Freeway (SR-14), I-5, I-405, Gayley Avenue, Wilshire Boulevard, Beverly Glen Boulevard, and Santa Monica Boulevard. Commuter service is provided in the southbound direction in the AM period and reverses to the northbound direction in the PM period. The nearest bus stops are located at the intersection of Gayley Avenue & Strathmore Drive/Place on the northeast corner for northbound travel and on the southwest corner for southbound travel. Line 797 operates during weekdays, with five buses provided during the AM and PM periods. During the AM and PM periods, headways are approximately 15-60 minutes and 60 minutes, respectively.

FLIXBUS

FlixBus provides intercity bus travel throughout the United States. Within the study area, multiple bus lines operate throughout the day. These lines provide connections to the University of California, Santa Barbara and Berkeley, San Diego, Sacramento, Las Vegas, and the University of Arizona. A bus stop is located at the intersection of Gayley Avenue & Strathmore Drive/Place.

VMT ASSESSMENT SCREENING CRITERIA

While UCLA is not required to follow the LADOT TAG, the analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the TAG to assess potential transportation impacts which include VMT. According to OPR's *Technical Advisory on Evaluating Impacts in California Environmental Quality Act* (December 2018), local guidance can be followed in the absence of approved guidelines. As such, the LADOT TAG has been followed for the VMT assessment for the proposed Project.

In July 2019, the LADOT updated the City's TAG to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the *Transportation Impact Study Guidelines* (December 2016) and shifted the performance metric for evaluating transportation impacts under CEQA from level of service (LOS) to VMT for studies completed within the City. The TAG was updated in July 2020 and August 2022, with further refined and clarified analysis methodologies. Per the TAG, a Transportation Assessment (TA) is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate the requirement of further analysis of a land use project's impact based on VMT. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips.*
2. *The land use project would generate a net increase in daily VMT.*

Along with the updated TAG, the LADOT developed the VMT Calculator Version 1.3 v141 (the "VMT Calculator"). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the United States Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model.

While the VMT Calculator is typically utilized to determine the net daily trip generation for a development project, off-campus student housing is not contained within the VMT Calculator land use categories and, therefore, the VMT Calculator does not provide trip generation rates and corresponding trip type data. Instead, the vehicle trip potential for the Project's off-campus student housing land use was developed conservatively using trip rates and equations from the latest version of the ITE *Trip Generation Manual* (11th Edition, 2021).

PROJECT TRIP GENERATION ASSESSMENT

Information was obtained from the current edition (11th Edition, 2021) of the ITE *Trip Generation Manual* for Land Use Code (LUC) 226 – Off-Campus Student Apartment (Mid-Rise) – Adjacent to Campus. The Off-Campus Student Apartment trip rates and equations based on a Dense Multi-Use Urban (DMUU) location were applied to develop the Project's trip generation estimates for the purposes of analysis. Table 1 presents the trip generation rates used to generate the weekday daily and peak-hour traffic volumes for the Project. The estimated trip generation is conservative when considering that the Project

would have no automobile parking for students; is located within walking distance of the UCLA campus, Westwood Village, and numerous high-quality transit connections; and has the opportunity to be designed and programmed for the use of alternative modes such as walking, bicycling, transit, and micro-mobility.

The DMUU setting rates were applied since it was considered the most applicable setting. The DMUU setting is defined by ITE as "a fully-developed area (or nearly so), with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit. This area type can be a well-developed urban area outside a major metropolitan downtown or a moderate size urban area downtown." Based on the Project's adjacency to the UCLA campus, local walkability and transit services, and proximity to a mix of land uses in Westwood Village, the DMUU rates are more applicable than the General Urban/Suburban (GUS) setting rates. ITE defines a GUS area as "an area associated with almost homogeneous vehicle-centered access. Nearly all person trips that enter or exit a development site are by personal passenger or commercial vehicle." The GUS description does not fit the Project area. GUS vehicle trip rates do not account for significant alternative mode usage, which is expected for all land uses in the Project vicinity and especially for the Project as a use with zero residential automobile parking. The DMUU vehicle trip generation rates which were used account for alternative mode usage and, therefore, do not require additional travel mode adjustments. Additionally, a Transportation Demand Management (TDM) credit was applied to the proposed Project trips to account for the elimination of on-site residential automobile parking.

As shown, based on the DMUU trip rates, the Project is anticipated to generate 566 net daily vehicle trips, with 34 net AM peak-hour trips (12 inbound, 22 outbound) and 52 net PM peak-hour trips (27 inbound, 25 outbound). These trips conservatively serve to account for ride-share, deliveries, visitors, etc.

Table 1: Project Weekday Trip Generation Summary[1]

Land Use/Trip Type	ITE Code	Intensity[2]	Average Weekday	AM Peak Hour			AM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Off-Campus Student Apartment (Mid-Rise) - Adjacent to Campus/Vehicle	226	1 bd	1.50	34%	66%	0.09	51%	49%	0.14
Trip Generation Summary									
Description		**Size**	**Average Weekday**	**AM Peak Hour**			**AM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Proposed Use									
Student Housing									
Off-Campus Student Housing (Mid-Rise) Baseline Vehicle Trips		545 bd	818	17	32	49	39	37	76
TDM Adjustment[3]			(102)	(2)	(4)	(6)	(5)	(5)	(10)
Off-Campus Student Housing Total Vehicle Trips			716	15	28	43	34	32	66
Proposed Project Total External Project Trips by Vehicle			**716**	**15**	**28**	**43**	**34**	**32**	**66**
Existing Use									
Student Housing									
Off-Campus Student Housing (Mid-Rise) Baseline Vehicle Trips		100 bd	150	3	6	9	7	7	14
Off-Campus Student Housing Total Vehicle Trips			150	3	6	9	7	7	14
Existing Use Total External Project Trips by Vehicle			**150**	**3**	**6**	**9**	**7**	**7**	**14**
Net Project Trips			**566**	**12**	**22**	**34**	**27**	**25**	**52**

Notes:
[1] ITE *Trip Generation Manual* (11th Edition, 2021) trip generation rates and directional distributions were applied for Land Use Code 226 (Off-Campus Student Apartment [Mid-Rise]) to develop baseline vehicle trip estimates for the proposed and existing land uses. The Dense Multi-Use Urban setting and "Adjacent to Campus" land use subcategory were selected as most appropriate for the project location, which accounts for good pedestrian connectivity and convenient transit.
[2] bd = Bedrooms.
[3] Proposed project feature Transportation Demand Management (TDM) strategy adjustment applied, per guidance in the LADOT *Transportation Assessment Guidelines* (August 2022), to reflect that the proposed project will provide no automobile parking.

VMT ASSESSMENT

As a development project conservatively estimated to generate in excess of 250 net daily vehicle trips, a qualitative assessment of VMT has been prepared for the Project. Based on several indicators, it is logical to presume that the Project will have a less-than-significant VMT impact. The Project will function as a local-serving use by providing off-campus student housing located directly across the street from the UCLA campus, the optimal location for siting such housing and reducing potential automobile-related travel by Project residents. In addition, the Project site is located in a transit-rich area within a Transit Priority Area (TPA)[1]. Further, the Project will provide zero on-site automobile spaces for residents in an area with limited on-street parking and instead provide bicycle parking, which will disincentivize resident automobile ownership and travel. Furthermore, at least 65 percent of the proposed beds (358 beds) would be offered at affordable rental rates.[2,3] As such, it is reasonable to presume qualitatively that the Project will have a less-than-significant VMT impact.

Nonetheless, a comparative, quantitative analysis was performed using the City's VMT Calculator based on the trip generation estimates cited above. While there is no off-campus student housing land use in the VMT Calculator, there is a standard Multi-Family Housing land use type. Therefore, a standard multi-family housing project, with 187 dwelling units and located at 565 Gayley Avenue, was analyzed using the VMT Calculator. For purposes of a more conservative analysis, this hypothetical standard multi-family housing project analyzed was assumed to be open to all potential residents (not just students), provide a standard automobile parking supply per the Los Angeles Municipal Code (LAMC), and not provide bicycle parking per LAMC requirements. Non-student residents would logically generate greater VMT, as their primary work destinations would likely be much farther from the site than the UCLA campus. Larger automobile parking supplies and smaller bicycle parking supplies also tend to result in greater VMT. Thus, with these characteristics, the standard multi-family housing project would be expected to have a greater VMT impact than the Project as proposed.

As shown in the VMT Calculator results in Attachment C, the standard multi-family housing project would generate 5.5 daily household VMT per capita, which is well below the significance threshold of 7.4 daily household VMT per capita for the West Los Angeles Area Planning Commission (APC) area, which contains the Project site. Thus, the Project would be expected to have an even lower VMT impact that would also be less than significant per the TAG.

PROJECT ACCESS, SAFETY, AND CIRCULATION EVALUATION

As a development project conservatively estimated to generate in excess of 500 net daily vehicle trips, the TAG typically requires an evaluation of potential operational and capacity constraints related to access to and from the Project site. The constraints can be related to vehicle-vehicle, vehicle-bicycle, or vehicle-pedestrian constraints, as well as operational delays. However, the Project will provide zero automobile parking for residents, and therefore it is reasonable to assume that it will not cause or substantially extend unacceptable queuing at a project driveway or nearby signalized intersection, create vehicle spillover from turn pockets into through lanes, block cross streets or alleys, or contribute to "gridlock" congestion. Thus, the Project will not result in adverse conditions related to Project access, safety, and circulation.

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1 Per OPR, a Transit Priority Area (TPA) is defined as a project that is located within one-half mile of an existing or planned major transit stop or an existing stop along a high quality transit corridor.

2 Preliminary estimates indicate monthly Project rents at approximately 59 percent below market rates, based on North Westwood Village data for Winter 2022, escalated by three percent per annum; source: CBRE.

3 Pursuant to Assembly Bill (AB) 183, the rents for "affordable student rental housing" supported by the Higher Education Student Housing Grant Program shall be calculated at 30 percent of 50 percent of the area median income for a single-room occupancy unit type, subject to specified annual adjustments.

PROJECT TRANSPORTATION IMPACTS

According to the guidance provided in the TAG and by OPR, the Project is not expected to result in significant impacts related to transportation. The Project will provide off-campus student housing located directly across the street from the UCLA campus, in a transit-rich area that qualifies as a TPA. Additionally, the Project will provide zero on-site automobile parking spaces for Project residents. When compared with a standard multi-family residential land use of similar size which would have a less-than-significant VMT impact according to the City's VMT Calculator, it can be reasoned that the Project would also result in a less-than-significant VMT impact. As Project impacts would be less than significant, no mitigation is required.

ATTACHMENT A

PROJECT SITE VICINITY MAP

NORTH

ATTACHMENT A

3/22/2023

JC238023 UCLA Gayley Towers VMT/Documents/Figs/SITE-VICINITY

PROJECT SITE VICINITY MAP

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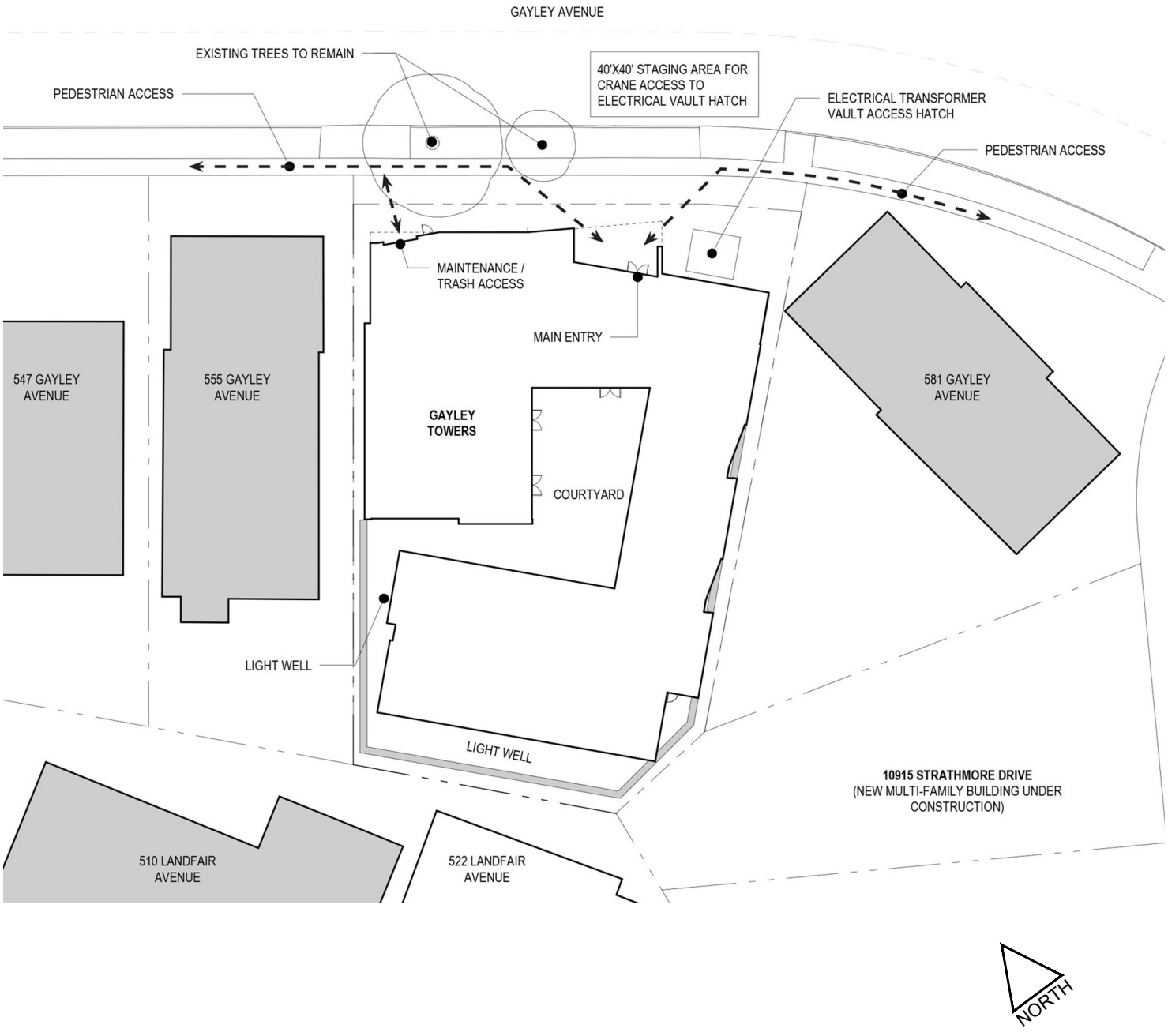
ATTACHMENT B

CONCEPTUAL PROJECT SITE PLAN



ATTACHMENT B

3/22/2023

JC38023 UCLA Gayley Towers VMT/Figs/SITE-PLAN

CONCEPTUAL PROJECT SITE PLAN

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ATTACHMENT C

VMT CALCULATOR WORKSHEETS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

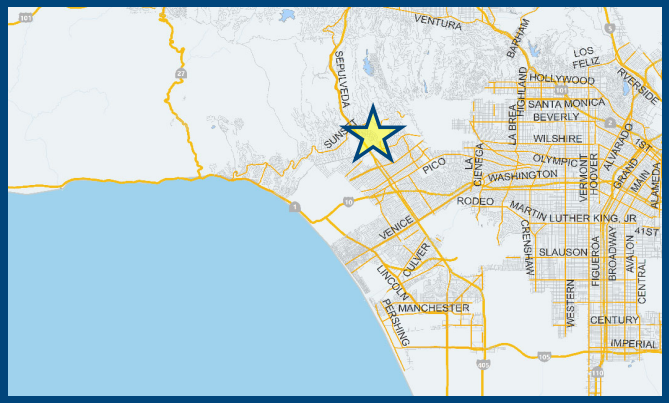
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: UCLA Gayley Towers Redevelopment Project

Scenario: Treated as Standard MF Housing

Address: 565 S GAYLEY AVE, 90024



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
Housing | Multi-Family		DU

☐ 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 | Multi-Family		DU
Housing | Multi-Family	187	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
0 Daily Vehicle Trips	864 Daily Vehicle Trips
0 Daily VMT	5,875 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	864 Net Daily Trips
The net increase in daily VMT ≤ 0	5,875 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

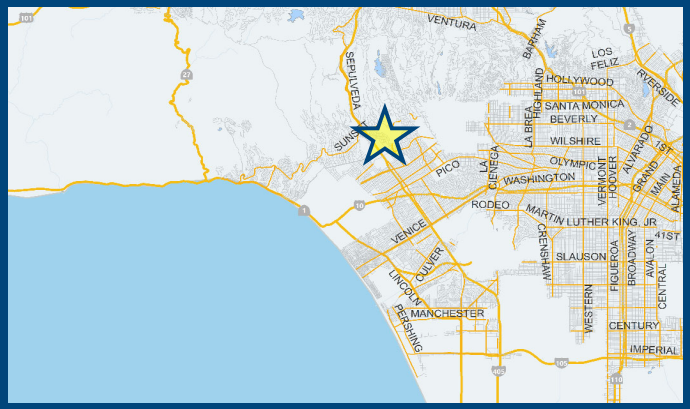
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: UCLA Gayley Towers Redevelopment Project

Scenario: Treated as Standard MF Housing

Address: 565 S GAYLEY AVE, 90024



Proposed Project Land Use Type	Value	Unit

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 100 city code parking provision for the project site
- 0 actual parking provision for the project site

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

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

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
864 Daily Vehicle Trips	**864** Daily Vehicle Trips
5,875 Daily VMT	**5,875** Daily VMT
5.5 Household VMT per Capita	**5.5** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

4/28/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 28, 2023
Project Name: UCLA Gayley Towers Redevelopment Pr
Project Scenario: Treated as Standard MF Housing
Project Address: 565 S GAYLEY AVE, 90024

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	187	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 28, 2023
Project Name: UCLA Gayley Towers Redevelopment Pr
Project Scenario: Treated as Standard MF Housing
Project Address: 565 S GAYLEY AVE, 90024

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 421			
Proposed Project		***With Mitigation***	
864	**Daily Vehicle Trips**	**864**	**Daily Vehicle Trips**
5,875	**Daily VMT**	**5,875**	**Daily VMT**
5.5	**Household VMT per Capita**	**5.5**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: West Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4 Work > 11.1	No N/A	Household > 7.4 Work > 11.1	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 28, 2023
Project Name: UCLA Gayley Towers Redevelopment Project
Project Scenario: Treated as Standard MF Housing
Project Address: 565 S GAYLEY AVE, 90024

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*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%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: April 28, 2023
Project Name: UCLA Gayley Towers Redevelopment Pr
Project Scenario: Treated as Standard MF Housing
Project Address: 565 S GAYLEY AVE, 90024

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	168	-14.9%	143	3.8	638	543
Home Based Other Production	464	-34.9%	302	5.9	2,738	1,782
Non-Home Based Other Production	217	-2.8%	211	6.7	1,454	1,414
Home-Based Work Attraction	0	0.0%	0	13.6	0	0
Home-Based Other Attraction	221	-28.5%	158	10.8	2,387	1,706
Non-Home Based Other Attraction	52	-3.8%	50	8.6	447	430

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	143	543	0.0%	143	543
Home Based Other Production	0.0%	302	1,782	0.0%	302	1,782
Non-Home Based Other Production	0.0%	211	1,414	0.0%	211	1,414
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	158	1,706	0.0%	158	1,706
Non-Home Based Other Attraction	0.0%	50	430	0.0%	50	430

MXD VMT Methodology Per Capita & Per Employee

Total Population: 421
Total Employees: 0
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,325**	**2,325**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**5.5**	**5.5**
Total Work Based VMT Per Employee	**N/A**	**N/A**