

APPENDIX J.1:
2800 Casitas Avenue VMT Analysis

City of Los Angeles Inter-Departmental Correspondence
from LADOT to the Department of City Planning
Re: Updated Transportation Impact Analysis
For The Proposed Mixed-Use Development Located At 2800 Casitas Avenue
(ENV-2016-2862-EIR/CPC-2016-3054-GPA-VZC-CU-DB-CDO-SPR-MSR/VT-74366)
DOT Case No. CEN 17-45791
December 17, 2019

The Mobility Group
2800 Casitas Project – VMT Analysis
November 22, 2019

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

2800 Casitas Ave
DOT Case No. CEN 17-45791

Date: December 17, 2019

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE DEVELOPMENT LOCATED AT 2800 CASITAS AVENUE (ENV-2016-2862-EIR/CPC-2016-3054-GPA-VZC-CU-DB-CDO-SPR-MSD/VTT-74366)**

On August 16, 2017, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning on the proposed mixed-use project located at 2750-2800 Casitas Avenue. However, subsequent to the release of this report, on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a VMT analysis for the proposed project in addition to the previous analysis submitted on September 23, 2019. This was followed by another VMT analysis that was submitted on November 22, 2019. Therefore, please replace the previous October 23, 2019 DOT assessment, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the supplemental traffic analysis, dated November 22, 2019, prepared by The Mobility Group, for the mixed-use project located at 2800 Casitas Avenue. 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 project proposes to replace approximately 87,000 square feet (sf) of manufacturing space, approximately 25,000 sf of warehouse space and approximately 5,000 sf of production space

with 419 apartment units, 19,000 sf of creative office space, 3,000 sf of high-turnover restaurant space, and a 42,000 sf urban farm. Vehicle access to the project site will be provided via a driveway on Casitas Avenue. The project is expected to be completed by 2023.

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, 9th 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.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (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 APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 7.2
- Work VMT per Employee: 12.7

As cited in the VMT Analysis report, prepared by the Mobility Group, the VMT projections for the proposed project are 12.7 and 14.9 for the Household and Work VMT's respectively. Therefore, it is concluded that implementation of the Project would result in a significant Household and Work VMT impact.

The project proposes to reduce these impacts through the implementation of parking, shared mobility, bicycle infrastructure, educational and neighborhood enhancement TDM strategies that are forecasted to reduce the Project Household and Work VMT 's to 10.5 and 14.2 respectively. As a result, the project would continue to have Household and Work VMT impacts. A copy of the VMT Calculator summary reports is provided as **Attachment 1** 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 "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at several locations. 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 2** to this report.

PROJECT REQUIREMENTS

A. CEQA Related Mitigation

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation program first focuses on developing a trip reduction program and on solutions that promote other modes of travel. To off-set the expected significant impacts identified in the project's VMT analysis, DOT recommends that the applicant be required to implement the following Transportation Demand Management (TDM) strategies as mitigation:

1. Unbundled Parking: Unbundled parking separates the leasing of parking from leasing of apartments so that residents must specifically opt in to paying to park a car. The analysis estimated that a parking space would cost at least \$220 per month for residents to lease.
2. TDM Promotions and Marketing: Information sharing and marketing are important components to successful commute trip reduction strategies. The Project should provide a substantive commitment to 100% of eligible employees and residents to educate and inform travelers about site-specific transportation options and effects of their travel choices.
3. Shared Mobility: Providing on-demand access to shared mobility option provides a strong incentive to consider other transportation travel modes. The Project would provide five car-share spaces and a ten-space bike-share.
4. Bicycle Infrastructure: These improvements help reduce peak-hour vehicle trips by making commuting by bike easier and more convenient. The Project should provide bike parking per the LAMC and providing secure bike parking and showers.
5. Neighborhood Enhancement: Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. The project should ensure a substantive commitment to providing pedestrian network improvements within the project and to off-site connections. This would include connections to off-site areas including the LA River Bike Path and the planned public park to the south of the Project

site. The project would also incorporate traffic calming measures identified in the traffic study for the neighborhood streets and intersections to the north of the Project Site and south of Fletcher Drive.

B. Corrective Measures (Non-CEQA Analysis)

In the Traffic Study report prepared by the Mobility Group, the analysis included a review of current and potential future deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective measures.

1. **Transportation Demand Management (TDM)**

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. As recommended by the traffic impact study, the TDM program should include, but is not limited to, the following:

- Provide an on-site transportation coordinator to promote the TDM program and alternatives to the car and facilitate rideshare;
- Implementation of vehicle trip reduction incentives and services for Project employees and/or tenants; provide on-site education on alternative transportation modes;
- Provide amenities such as racks and showers for employees to promote bicycling and walking;
- Transit Welcome Package – Provide all new employees with a Transit Welcome Package which could include information on area bus/rail transit route and connections/transfers information, bicycle facilities, and convenient local services and restaurant within walking distance of the project;
- Carpool program for employees;
- Preferential rideshare parking location;
- Convenient parking and facilities for bicycle riders;
- Unbundling and lease of parking spaces for residents;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained;
- Encourage flexible/alternative work schedules and telecommuting programs;
- Contribute a one-time fixed fee contribution of **\$50,000** to be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the project.

The following improvements proposed by the project should be part of the TDM program:

- Support existing and/or future efforts by LADOT for Mobility Hubs by providing parking spaces for flex/share cars.

2. **Transportation System Improvements**

Transit system improvements are aimed at enhancing and improving service between the existing transit service and the developmental study area to reduce peak hour trips. The following improvement is being proposed by the project as part of transit and mobility improvement program. To address the significant traffic impacts at the study intersections associated with construction of the project, the developer will contribute a fixed fee of \$100,000 to a trust fund to be administered by LADOT in support of two planned DASH routes (DASH Elysian Park/Cypress Park and DASH Glassell Park/Highland Park) servicing the area providing one or both of these routes is approved by the City. In accordance with the project's transportation mitigation plan, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy, DOT must receive the total transit system improvement funds from the project applicant.

3. **Neighborhood Traffic Management (NTM) Program**

The traffic study identified the following three neighborhood streets as locations that can potentially experience an increase in vehicle traffic due to project related trips:

1. Carillon Street – between Casistas Avenue and La Clede Avenue
2. La Clede Avenue – between Carillon Street and Fletcher Drive
3. Larga Avenue – between Carillon Street and Fletcher Drive

In order to address these potential impacts, the applicant shall fund implementation of a Neighborhood Traffic Management Program (NTMP). The Program shall be developed in cooperation with DOT, Council District 1 staff and affected neighborhood residents.

The Program shall include an implementation plan that sets key milestones and identifies a proposed process in developing a NTM plan for the three locations. Typical NTM measures include, but are not limited to, traffic circles, speed humps, roadway narrowing effects (raised medians, traffic chokers, etc.), landscaping features, roadway striping changes, and stop sign pattern.

The NTMP should be formalized through an agreement between the applicant and DOT prior to the issuance of the first building permit for this project. The agreement should include a funding guarantee and outreach process, selection and approval criteria for any evaluated NTM measures and an implementation phasing plan. The agreement shall also guarantee funding for constructing approved NTM measures, up to \$100,000.

The final implementation plan, if consensus is reached among the stakeholders, would be subject to review and approval by DOT's Central District Office and it would be the applicant's responsibility to implement any approved NTM measures through the Bureau of Engineering's B-permit process.

C. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Casitas Avenue** has been designated as a

Local Street-Standard, which would require a 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

D. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. 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 traffic be restricted to off-peak hours, to the extent feasible.

E. Parking Requirements

The number of parking spaces that will be provided by the project was not disclosed in the traffic study. The applicant should also check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

F. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 3** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. 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. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

G. 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 me at (213) 972-8482.

Attachments

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c: Gerald Gubatan, Council District No. 1
Edward Yu, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, BOE Development Services
Mike Bates, The Mobility Group

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

Project Information

Project: 2800 Casitas Project
Scenario: Proposed Project With Mitigation
Address: 2800 W CASITAS AVE. 90039



Existing Land Use

| Land Use Type | Value | Unit |
|---------------------------------------|-------|------|
| Industrial Warehousing/Self-Storage | 30.0 | ksf |
| Industrial Manufacturing | 87.0 | ksf |
| Industrial Warehousing/Self-Storage | 30.0 | ksf |

Proposed Project Land Use

| Land Use Type | Value | Unit |
|--|-------|------|
| Retail High-Turnover Sit-Down Restaurant | 3.0 | ksf |
| Housing Multi-Family | 419 | DU |
| Office General Office | 19.0 | ksf |
| Industrial Light Industrial | 42.0 | ksf |
| Retail High-Turnover Sit-Down Restaurant | 3.0 | ksf |

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

• Yes • No

Project Screening Summary

| Existing Land Use | Proposed Project |
|---|------------------------------|
| 360 Daily Vehicle Trips | 2,899 Daily Vehicle Trips |
| 3,252 Daily VMT | 22,200 Daily VMT |
| Tier 1 Screening Criteria | |
| Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/> | |
| Tier 2 Screening Criteria | |
| The net increase in daily trips < 250 trips | 2,539 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 18,948 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 3,000 ksf |
| The proposed project is required to perform VMT analysis. | |



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project: 2800 Casitas Project
Scenario: Proposed Project With Mitigation
Address: 2800 W CASITAS AVE, 90039



| Proposed Project Land Use Type | Value | Unit |
|--|-------|------|
| Housing Multi-Family | 419 | DU |
| Office General Office | 19.0 | ksf |
| Industrial Light Industrial | 42.0 | ksf |
| Retail High-Turnover Sit-Down Restaurant | 3.0 | ksf |

TDM Strategies

Select each section to show individual strategies
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?
Max Work Based TDM Achieved?

Proposed Project
With Mitigation
Yes
No

| | | | |
|---|---|----------------------|----------------------|
| <input checked="" type="checkbox"/> A | Parking | <input type="text"/> | <input type="text"/> |
| <input checked="" type="checkbox"/> B | Transit | <input type="text"/> | <input type="text"/> |
| <input checked="" type="checkbox"/> C | Education & Encouragement | <input type="text"/> | <input type="text"/> |
| <input checked="" type="checkbox"/> D | Commute Trip Reductions | <input type="text"/> | <input type="text"/> |
| <input checked="" type="checkbox"/> E | Shared Mobility | <input type="text"/> | <input type="text"/> |
| <input checked="" type="checkbox"/> F | Bicycle Infrastructure | <input type="text"/> | <input type="text"/> |
| <input checked="" type="checkbox"/> G | Neighborhood Enhancement | <input type="text"/> | <input type="text"/> |
| <input checked="" type="checkbox"/> Traffic Calming Improvements | percent of streets within project with traffic calming improvements | <input type="text"/> | <input type="text"/> |
| <input checked="" type="checkbox"/> Pedestrian Network Improvements | percent of intersections within project with traffic calming improvements | <input type="text"/> | <input type="text"/> |
| <input checked="" type="checkbox"/> Proposed Prj | Mitigation | <input type="text"/> | <input type="text"/> |
| <input checked="" type="checkbox"/> Proposed Prj | Mitigation | <input type="text"/> | <input type="text"/> |

Analysis Results

| Proposed Project | With Mitigation |
|--|--|
| 2,806 Daily Vehicle Trips | 2,454 Daily Vehicle Trips |
| 21,484 Daily VMT | 18,929 Daily VMT |
| 12.7 Household VMT per Capita | 10.5 Household VMT per Capita |
| 14.9 Work VMT per Employee | 14.2 Work VMT per Employee |
| Significant VMT Impact? | |
| Household: Yes Threshold = 7.2 15% Below APC | Household: Yes Threshold = 7.2 15% Below APC |
| Work: Yes Threshold = 12.7 15% Below APC | Work: Yes Threshold = 12.7 15% Below APC |

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

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

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

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Version 1.2

| | | |
|-------|---|-------|
| Other | 0 | Trips |
|-------|---|-------|

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

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 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

| Analysis Results | | | | |
|---|----------------------------------|-----------------|----------------------------------|-----|
| Total Employees: 130 Total Population: 944 | | | | |
| Proposed Project | | With Mitigation | | |
| 2,806 21,484 | Daily Vehicle Trips Daily VMT | 2,454 18,929 | Daily Vehicle Trips Daily VMT | |
| 12.7 | Household VMT per Capita | 10.5 | Household VMT per Capita | |
| 14.9 | Work VMT per Employee | 14.2 | Work VMT per Employee | |
| Significant VMT Impact? | | | | |
| APC: East Los Angeles | | | | |
| Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7 | | | | |
| Proposed Project | | With Mitigation | | |
| VMT Threshold | Impact | VMT Threshold | Impact | |
| Household > 7.2 | Yes | Household > 7.2 | Yes | Yes |
| Work > 12.7 | Yes | Work > 12.7 | Yes | Yes |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

| TDM Strategy Inputs | | | |
|---------------------|---|------------------|-------------|
| Strategy Type | Description | Proposed Project | Mitigations |
| Parking | Reduce parking supply | 0 | 0 |
| | City code parking provision (spaces) | | |
| | Actual parking provision (spaces) | 0 | 0 |
| | Monthly cost for parking (\$) | \$0 | \$220 |
| | Employees eligible (%) | 0% | 0% |
| | Daily parking charge (\$) | \$0.00 | \$0.00 |
| | Employees subject to priced parking (%) | 0% | 0% |
| | Cost of annual permit (\$) | \$0 | \$0 |

(cont. on following page)

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

| TDM Strategy Inputs, Cont. | | | |
|----------------------------|---|------------------|-------------|
| Strategy Type | Description | Proposed Project | Mitigations |
| Transit | Reduce transit headways | 0% | 0% |
| | Existing transit mode share (as a percent of total daily trips) (%) | 0% | 0% |
| | Lines within project site improved (<50%, >=50%) | 0 | 0 |
| | Degree of implementation (low, medium, high) | 0 | 0 |
| | Employees and residents eligible (%) | 0% | 0% |
| Education & Encouragement | Transit subsidies | 0% | 0% |
| | Amount of transit subsidy per passenger (daily equivalent) (\$) | \$0.00 | \$0.00 |
| | Voluntary travel behavior change program | 0% | 0% |
| | Promotions and marketing | 0% | 100% |
| | Employees and residents participating (%) | 0% | 100% |
| (cont. on following page) | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

TDM Strategy Inputs, Cont.

| Strategy Type | Description | Proposed Project | Mitigations |
|---------------------------------|--|------------------|-------------|
| Commuter Trip Reductions | Required commute trip reduction program | 0% | 0% |
| | Alternative Work Schedules and Telecommute | 0% | 0% |
| | Type of program | 0 | 0 |
| | Degree of implementation (low, medium, high) | 0 | 0 |
| | Employer sponsored vanpool or shuttle | 0% | 0% |
| Shared Mobility | Ride-share program | 0 | 0 |
| | Car share | 0 | All Other |
| | Bike share | 0 | Yes |
| | School carpool program | 0 | 0 |

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CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

| TDM Strategy Inputs, Cont. | | | |
|--|--|--|--|
| Strategy Type | Description | Proposed Project | Mitigations |
| Implement/improve on-street bicycle facility | Provide bicycle facility along site (Yes/No) | 0 | 0 |
| Bicycle Infrastructure | Include Bike parking per LAMC | Yes | Yes |
| | Include secure bike parking and showers | Yes | Yes |
| Neighborhood Enhancement | Traffic calming improvements | 0% | 75% |
| | Pedestrian network improvements | 0% | 50% |
| | Meets City Bike Parking Code (Yes/No) Includes indoor bike parking/lockers, showers, & repair station (Yes/No) Streets with traffic calming improvements (%) Intersections with traffic calming improvements (%) Included (within project and connecting off-site/within project only) | within project and connecting off-site | within project and connecting off-site |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

| TDM Adjustments by Trip Purpose & Strategy | | | | | | | | | | | | | |
|--|--|-----------|------------|------------|------------------|-----------|------------|------------|----------------------|-----------|------------|------------|---|
| Place type: Suburban Center | | | | | | | | | | | | | |
| | Home Based Work | | | | Home Based Other | | | | Non-Home Based Other | | | | Source |
| | Proposed | Mitigated | Attraction | Production | Proposed | Mitigated | Attraction | Production | Proposed | Mitigated | Attraction | Production | |
| Parking | Reduce parking supply | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 0% | 26% | 0% | 0% | 26% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Parking cash-out | 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% | |
| Transit | 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% | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Reduce transit headways | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Implement neighborhood shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Transit subsidies | 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% | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | 0% | 4% | 0% | 0% | 4% | 0% | 0% | 0% | 4% | 0% | 0% | |
| Commute Trip Reductions | Required commute trip reduction program | 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% | |
| | Employer sponsored vanpool or shuttle | 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% | |
| Shared Mobility | Car-share | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | 0.00% | 0.25% | 0.00% | 0.25% | 0.00% | 0.25% | 0.00% | 0.25% | 0.00% | 0.25% | 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% | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

| | Home Based Work Production | | | | Home Based Other Attraction | | | | Home Based Other Production | | | | Non-Home Based Other Attraction | | | | Non-Home Based Other Production | | | | Source |
|--------------------------|---|------|-----------|------|-----------------------------|------|-----------|------|-----------------------------|------|-----------|------|---------------------------------|------|-----------|------|---------------------------------|------|-----------|--|--------|
| | Proposed | | Mitigated | | Proposed | | Mitigated | | Proposed | | Mitigated | | Proposed | | Mitigated | | Proposed | | Mitigated | | |
| | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| 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% | 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 | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 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% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | |
| Neighborhood Enhancement | Traffic calming improvements | 0.0% | 0.5% | 0.5% | 0.0% | 0.0% | 0.5% | 0.5% | 0.0% | 0.0% | 0.5% | 0.5% | 0.0% | 0.0% | 0.5% | 0.5% | 0.0% | 0.0% | 0.5% | TDM Strategy Appendix, Neighborhood Enhancement | |
| | Pedestrian network improvements | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | |

Final Combined & Maximum TDM Effect

| | Home Based Work Production | | | | Home Based Other Attraction | | | | Non-Home Based Other Production | | | | Non-Home Based Other Attraction | | | |
|------------------------|----------------------------|-----|-----------|----|-----------------------------|----|-----------|----|---------------------------------|----|-----------|----|---------------------------------|----|-----------|----|
| | Proposed | | Mitigated | | Proposed | | Mitigated | | Proposed | | Mitigated | | Proposed | | Mitigated | |
| | 3% | 32% | 3% | 3% | 8% | 8% | 3% | 3% | 32% | 3% | 3% | 3% | 8% | 8% | 3% | 3% |
| COMBINED TOTAL | 3% | 32% | 3% | 3% | 8% | 8% | 3% | 3% | 32% | 3% | 3% | 3% | 8% | 8% | 3% | 3% |
| MAX. TDM EFFECT | 3% | 20% | 3% | 3% | 8% | 8% | 3% | 3% | 20% | 3% | 3% | 3% | 8% | 8% | 3% | 3% |

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

where X%=

| | | |
|--------------|-----------------|-----|
| PLACE | urban | 75% |
| TYPE | compact infill | 40% |
| MAX: | 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: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---------------------------------|------------------|----------------|-----------|---------------------|----------------|---------|
| Home Based Work Production | 567 | -11.5% | 502 | 8.4 | 4,763 | 4,217 |
| Home Based Other Production | 1,519 | -16.3% | 1,272 | 6.4 | 9,722 | 8,141 |
| Non-Home Based Other Production | 168 | -8.9% | 153 | 7.9 | 1,327 | 1,209 |
| Home-Based Work Attraction | 189 | -19.0% | 153 | 13.1 | 2,476 | 2,004 |
| Home-Based Other Attraction | 635 | -17.2% | 526 | 7.2 | 4,572 | 3,787 |
| Non-Home Based Other Attraction | 320 | -8.4% | 293 | 9.7 | 3,104 | 2,842 |

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 | -3.2% | 486 | 4,081 | -20.0% | 402 | 3,374 |
| Home Based Other Production | -3.2% | 1,231 | 7,879 | -20.0% | 1,018 | 6,513 |
| Non-Home Based Other Production | -3.2% | 148 | 1,170 | -8.1% | 141 | 1,111 |
| Home-Based Work Attraction | -3.2% | 148 | 1,939 | -8.1% | 141 | 1,841 |
| Home-Based Other Attraction | -3.2% | 509 | 3,665 | -8.1% | 483 | 3,479 |
| Non-Home Based Other Attraction | -3.2% | 284 | 2,750 | -8.1% | 269 | 2,611 |

MXD VMT Methodology Per Capita & Per Employee

Total Population: 944
 Total Employees: 130
 APC: East Los Angeles

| | Proposed Project | Project with Mitigation Measures |
|--------------------------------------|------------------|----------------------------------|
| Total Home Based Production VMT | 11,960 | 9,887 |
| Total Home Based Work Attraction VMT | 1,939 | 1,841 |
| Total Home Based VMT Per Capita | 12.7 | 10.5 |
| Total Work Based VMT Per Employee | 14.9 | 14.2 |

Attachment 2

| | |
|----------------------------------|-------|
| 2. Riverside Dr & Fletcher Dr | LOS F |
| 7. San Fernando Rd & Fletcher Dr | LOS E |

**Table 4.2 Future With Project Conditions - Intersection Level of Service
AM Peak Hour**

| Intersection | AM Peak Hour | | | | Change in V / C | Significant Impact |
|--|---------------------------|-----|------------------------|-----|--------------------|-----------------------|
| | Future Without Project | | Future With Project | | | |
| | V / C | LOS | V / C | LOS | | |
| 1. Glendale Blvd. & Fletcher Dr. | 0.630 | B | 0.637 | B | 0.007 | No |
| 2. Riverside Dr. & Fletcher Dr. | 1.020 | F | 1.024 | F | 0.004 | No |
| 3. Ripple St. & Fletcher Dr. | 0.643 | B | 0.660 | B | 0.017 | No |
| 4. SR-2 SB Off-Ramp & Fletcher Dr. | 0.639 | B | 0.657 | B | 0.018 | No |
| 5. Larga Ave. & Fletcher Dr. | 0.556 | A | 0.589 | A | 0.033 | No |
| 6. La Clede Ave. & Fletcher Dr. | 0.593 | A | 0.695 | B | 0.102 | No |
| 7. San Fernando Rd. & Fletcher Dr. | 0.799 | C | 0.828 | D | 0.029 | Yes |
| 8. San Fernando Rd. & S. Glendale Ave. | 0.736 | C | 0.743 | C | 0.007 | No |
| 9. Estara Ave. & Fletcher Dr. | 0.745 | C | 0.749 | C | 0.004 | No |
| 10. San Fernando Rd & SR-2 SB Ramps | 0.694 | B | 0.708 | C | 0.014 | No |
| 11. Glendale Blvd & Riverside Dr. | 0.658 | B | 0.661 | B | 0.003 | No |
| 12. Riverside Dr. & Gilroy St. | 0.499 | A | 0.499 | A | 0.000 | No |

It is therefore concluded that the Project would cause one significant traffic impact in the AM peak hour, and would cause two significant traffic impacts in the PM peak hour.

4.3 CMP Analysis

The Los Angeles County Congestion Management Program (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations, if an EIR is prepared for the Project. When a CMP analysis is needed, the CMP methodology requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring stations where the Project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study, then no further traffic analysis is required.

Table 4.3 Future With Project Conditions - Intersection Level of Service PM Peak Hour

| Intersection | PM Peak Hour | | | | Change in V / C | Significant Impact |
|--|---------------------------|-----|------------------------|-----|--------------------|-----------------------|
| | Future Without Project | | Future With Project | | | |
| | V / C | LOS | V / C | LOS | | |
| 1. Glendale Blvd. & Fletcher Dr. | 0.639 | B | 0.650 | B | 0.011 | No |
| 2. Riverside Dr. & Fletcher Dr. | 1.149 | F | 1.166 | F | 0.017 | Yes |
| 3. Ripple St. & Fletcher Dr. | 0.764 | C | 0.779 | C | 0.015 | No |
| 4. SR-2 SB Off-Ramp & Fletcher Dr. | 0.407 | A | 0.422 | A | 0.015 | No |
| 5. Larga Ave. & Fletcher Dr. | 0.445 | A | 0.497 | A | 0.052 | No |
| 6. La Clede Ave. & Fletcher Dr. | 0.379 | A | 0.477 | A | 0.098 | No |
| 7. San Fernando Rd. & Fletcher Dr. | 0.909 | E | 0.959 | E | 0.050 | Yes |
| 8. San Fernando Rd. & S. Glendale Ave. | 0.742 | C | 0.747 | C | 0.005 | No |
| 9. Estara Ave. & Fletcher Dr. | 0.513 | A | 0.524 | A | 0.011 | No |
| 10. San Fernando Rd & SR-2 SB Ramps | 0.721 | C | 0.726 | C | 0.005 | No |
| 11. Glendale Blvd & Riverside Dr. | 0.679 | B | 0.682 | B | 0.003 | No |
| 12. Riverside Dr. & Gilroy St. | 0.415 | A | 0.415 | A | 0.000 | No |

CMP Arterial Monitoring Locations

As shown in Table 4.1, the Project would generate 199 AM peak hour trips and 239 PM peak hour trips. A review of the 2010 CMP indicated the following arterial monitoring stations that are closest to the Project Site:

- Sunset Boulevard & Alvarado Street
- Santa Monica Boulevard & Western Avenue

The additional trips estimated to be added by Project at these intersections are shown in Table 4.4.

Table 4.4 CMP Arterial Analysis - Number of Trips Added by Project

| No. | Location | No. of Trips Added by Project | |
|-----|-----------------------------------|----------------------------------|----|
| | | AM | PM |
| 1 | Sunset Blvd. & Alvarado St. | 2 | 2 |
| 2 | Santa Monica Blvd. & Western Ave. | 10 | 12 |



Figure 1.2

Project Site Plan

Bow Tie Yard Lofts Project

The Mobility Group
Transportation Strategies & Solutions

12/23/16

Memorandum

To: Wes Pringle, LADOT
From: Michael Bates
Subject: 2800 Casitas Project – VMT Analysis
Date: November 22, 2019

Introduction

This memorandum provides an analysis of vehicle-miles traveled (VMT) for the 2800 Casitas Project using the City of Los Angeles VMT Calculator. The analysis shows that with applying the VMT impact criteria established by LADOT, the Proposed Project would have a significant Household VMT per Capita impact, and a significant Work VMT per Capita impact. Feasible mitigation measures would reduce the magnitude of both impacts but would not eliminate them. The project has an approved Transportation Impact Study (TIS). This information is being provided in addition to that study.

Background to VMT Analysis

State of California Senate Bill 743¹, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better addresses the state's goals on reduction of greenhouse gas emissions (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor's Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology. The City of Los Angeles has updated its travel demand model, and has developed and calibrated to local conditions an impact evaluation methodology and transportation impact thresholds based on VMT. This is called the

¹ SB 743(Steinberg, 2013).

VMT Calculator. The City of Los Angeles has adopted the new CEQA methodology and thresholds as of July 30, 2019. The following analysis uses Version 1.2 of the LADOT Calculator, the latest version available at the time of preparing this analysis.

VMT Analysis

VMT Screening

In accordance with LADOT, an initial assessment of the development project is conducted to determine if a VMT transportation assessment is required. A Development Project is defined as any proposed land use project that changes the use within an existing structure, creates an addition to an existing structure, or new construction, which includes any occupied floor area.

With respect to VMT, a VMT transportation assessment is required for Development Projects or Transportation Projects that meet the following criteria:

- If the Development Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action.

For the purpose of screening for daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the VMT Calculator tool or the most recent edition of the ITE Trip Generation Manual. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits, the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the Project's daily vehicle trips to determine the increase in daily vehicle trips.

In accordance with these provisions, the project is expected to generate a net increase of 2,539 daily trips and thus a project VMT analysis is required. The summary results of the project screening are provided in Table 1 below. The VMT Calculator results for existing trips and the Project Screening are shown in Appendix A.

VMT Thresholds

The LADOT VMT Calculator analyses in terms of Household VMT per Capita, and Work VMT per Employee. LADOT has identified thresholds for significant VMT impacts by sub-area of the city. For this area of the City the following thresholds have been identified:

Household VMT per Capita: 7.2
Work VMT per Employee: 12.7

Table 1. Trip Generation – Project Screening

| | <i>Land Use</i> | <i>Scale</i> | <i>Daily Trips</i> |
|--|-----------------------------------|--------------|--------------------|
| Proposed | Multi-Family | 419 DU | |
| | Office | 19,000 SF | |
| | High-Turnover Sit Down Restaurant | 3,000 SF | |
| | Urban Farm/Light Industrial | 42,000 SF | |
| | Sub-total | | 2,899 |
| Existing | Manufacturing | 87,000 SF | |
| | Warehousing | 30,000 SF | |
| | Sub-total | | 360 |
| Net Difference [Proposed – Existing] | | | 2,539 |
| Analysis Required (Net Difference > 250) | | | Yes |

VMT with Project

The VMT results are summarized in Table 2. The results show that with the Proposed Project, the Household VMT per Capita would be 12.7 compared to the threshold of 7.2, and the Work VMT per Capita would be 14.9 compared to the threshold of 12.7. Therefore, it is concluded that the Project would cause significant VMT impacts for both Household VMT and Work VMT. Appendix A provides the analysis results.

With the proposed mitigation program, the Household VMT per Capita would be 10.5 compared to the threshold of 7.2, and the Work VMT per Capita would be 14.2 compared to the threshold of 12.7. Therefore, it is concluded that with mitigation the VMT would be reduced but the Project would still cause significant VMT impacts for both Household VMT and Work VMT. Appendix B provides the analysis results.

The detailed application of the VMT calculator is described below.

Table 2 Summary of VMT Results

| <i>Category</i> | <i>Household</i> | | | <i>Work</i> | | |
|---|--------------------------------|---------------------------------|---------------|---------------------------|------------------------------|---------------|
| <i>Scenario</i> | <i>Household VMT Threshold</i> | <i>Household VMT Per Capita</i> | <i>Impact</i> | <i>Work VMT Threshold</i> | <i>Work VMT per Employee</i> | <i>Impact</i> |
| VMT With Proposed Project | 7.2 | 12.7 | Yes | 12.7 | 14.9 | Yes |
| VMT With Proposed Project With Mitigation | 7.2 | 10.5 | Yes | 12.7 | 14.2 | Yes |

Application of the LADOT VMT Calculator

Input on Project Land Use Information

This part of the VMT Calculator includes entering the Project location address by its latitude and longitude (to identify the specific location of the Project for the correct application of the VMT Calculator localized data), and the type and quantity of proposed land uses.

Table 3 shows the land use quantities used for the traffic impact analysis in the 2800 Casitas Project Transportation Study (as shown in Table 3.1 of the Transportation Study). The Traffic Study assumed 3,000 sq. ft. of retail commercial as restaurant in order to provide a conservative analysis.

Table 4 shows how the land use information was entered into the Calculator.

According to Section 2.2.2² (Screening Criteria) of the new LADOT Transportation Assessment Guidelines, a portion of, or entirety of a project that contains small-scale or local serving retail land uses are assumed to have less than significant VMT impacts and can be excluded from the VMT analysis if less than 50,000 sq. ft. Local serving retail land uses include restaurants.

² Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines, July 2019.

Therefore, the Project's restaurant land uses were included in the VMT Calculator per LADOT procedures, but do not contribute to the VMT impact analysis.

Table 3. Project Land Uses

| <i>Land Use</i> | <i>Quantity</i> |
|---------------------------|-----------------|
| <u>Existing Land Uses</u> | |
| Manufacturing | 87,000 SF |
| Warehousing | 25,000 SF |
| Production Space | 5,000 SF |
| <u>Proposed Land Uses</u> | |
| Apartments | 419 DU |
| Office | 19,000 SF |
| High Turnover Restaurant | 3,000 SF |
| Urban Farm | 42,000 SF |

Table 4. Project Land Uses as Entered into VMT Calculator

| <i>Land Use</i> | <i>Quantity</i> |
|--------------------------|-----------------|
| Housing (Multi-Family) | 419 DU |
| Office | 19,000 |
| Industrial/Warehouse | 42,000 |
| High Turnover Restaurant | 3,000 |

Input on Project Design Features and Mitigation Measures

The VMT Calculator allows input of various TDM strategies as either Project Design Features or as Mitigation Measures. Project Design Features and Mitigation Measures for the 2800 Casitas Project were input into the VMT calculator as identified in Table 5 below.

The “Promotions and Marketing” Measure comprises the use of marketing and promotional tools to educate and inform travelers about the site-specific transportation options and effects of their travel choices.

The “Car Share” Measure would provide five parking spaces for a car share operator to use.

The “Bike Share” Measure would provide a 10-space bike share station.

The “Traffic Calming Improvements” Measures would comprise the measures identified in the Traffic Study for the neighborhood streets and intersections to the north of the Project Site and south of Fletcher Drive.

The “Pedestrian Network Improvements” measure would include on-site pedestrian circulation and connections to off-site areas including the LA River Bike Path and the planned public park to the south of the Project site.

Table 5. TDM Strategies Included in VMT Calculator

| <i>TDM Category</i> | <i>TDM Measure Project</i> | <i>TDM Measure Mitigation</i> |
|---------------------------|---------------------------------|---------------------------------|
| Bicycle Infrastructure | Bike parking per LAMC | |
| | Secure bike parking and showers | |
| Parking | | Unbundle parking |
| Education & Encouragement | | Promotions and Marketing. |
| Shared Mobility | | Car-share |
| | | Bike share. |
| Neighborhood Enhancement | | Traffic calming improvements |
| | | Pedestrian network improvements |

Appendix A

VMT Analysis Results

VMT Calculator Inputs and Outputs

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

Project Information

Project: 2800 Casitas Project
Scenario: Proposed Project With Mitigation
Address: 2800 W CASITAS AVE. 90039



Existing Land Use

Land Use Type: Industrial | Warehousing/Self-Storage
Value: 30.0
Unit: ksf

Industrial | Manufacturing
Value: 87.0
Unit: ksf

Industrial | Warehousing/Self-Storage
Value: 30.0
Unit: ksf

Proposed Project Land Use

Land Use Type: Retail | High-Turnover Sit-Down Restaurant
Value: 3.0
Unit: ksf

Housing | Multi-Family
Value: 419
Unit: DU

Office | General Office
Value: 19.0
Unit: ksf

Industrial | Light Industrial
Value: 42.0
Unit: ksf

Retail | High-Turnover Sit-Down Restaurant
Value: 3.0
Unit: ksf

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

• Yes • No

Project Screening Summary

| Existing Land Use | Proposed Project |
|-------------------|------------------|
|-------------------|------------------|

| | |
|----------------------------|------------------------------|
| 360 Daily Vehicle Trips | 2,899 Daily Vehicle Trips |
| 3,252 Daily VMT | 22,200 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

The net increase in daily VMT ≤ 0

The proposed project consists of only retail land uses ≤ 50,000 square feet total.

The proposed project is required to perform VMT analysis.



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project: 2800 Casitas Project
Scenario: Proposed Project With Mitigation
Address: 2800 W CASITAS AVE, 90039



| Proposed Project Land Use Type | Value | Unit |
|--|-------|------|
| Housing Multi-Family | 419 | DU |
| Office General Office | 19.0 | ksf |
| Industrial Light Industrial | 42.0 | ksf |
| Retail High-Turnover Sit-Down Restaurant | 3.0 | ksf |

TDM Strategies

Select each section to show individual strategies
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?
Max Work Based TDM Achieved?

Proposed Project
With Mitigation
Yes
No

| | | | |
|---------------------------------------|---------------------------|-----------------------------|------------------------------|
| <input checked="" type="checkbox"/> A | Parking | <input type="checkbox"/> No | <input type="checkbox"/> Yes |
| <input checked="" type="checkbox"/> B | Transit | <input type="checkbox"/> No | <input type="checkbox"/> Yes |
| <input checked="" type="checkbox"/> C | Education & Encouragement | | |
| <input checked="" type="checkbox"/> D | Commute Trip Reductions | | |
| <input checked="" type="checkbox"/> E | Shared Mobility | | |
| <input checked="" type="checkbox"/> F | Bicycle Infrastructure | | |
| <input checked="" type="checkbox"/> G | Neighborhood Enhancement | | |

Traffic Calming Improvements: ☐ Proposed Prj ☒ Mitigation
percent of streets within project with traffic calming improvements: 75
percent of intersections within project with traffic calming improvements: 50

Pedestrian Network Improvements: ☒ Proposed Prj ☐ Mitigation
within project and connecting off-site

Analysis Results

| Proposed Project | With Mitigation |
|----------------------------------|----------------------------------|
| 2,806 Daily Vehicle Trips | 2,454 Daily Vehicle Trips |
| 21,484 Daily VMT | 18,929 Daily VMT |
| 12.7 Household VMT per Capita | 10.5 Household VMT per Capita |
| 14.9 Work VMT per Employee | 14.2 Work VMT per Employee |

Significant VMT Impact?

| | |
|--|--|
| Household: Yes Threshold = 7.2 15% Below APC | Household: Yes Threshold = 7.2 15% Below APC |
| Work: Yes Threshold = 12.7 15% Below APC | Work: Yes Threshold = 12.7 15% Below APC |

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

Project Information

| Land Use Type | | Value | Units |
|---------------------------|-----------------------------------|--------|----------|
| Housing | Single Family | 0 | DU |
| | Multi Family | 419 | 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 |
| | General Retail | 0.000 | ksf |
| Retail | 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 | 3.000 | ksf |
| | Fast-Food Restaurant | 0.000 | ksf |
| | Quality Restaurant | 0.000 | ksf |
| | Auto Repair | 0.000 | ksf |
| | Home Improvement | 0.000 | ksf |
| Office | Free-Standing Discount | 0.000 | ksf |
| | Movie Theater | 0 | Seats |
| | General Office | 19.000 | ksf |
| Industrial | Medical Office | 0.000 | ksf |
| | Light Industrial | 42.000 | 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 |

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 18, 2019
Project Name: 2800 Casitas Project
Project Scenario: Proposed Project With Mitigation
Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

| | | |
|-------|---|-------|
| Other | 0 | Trips |
|-------|---|-------|

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

| Analysis Results | | | | |
|---|----------------------------------|-----------------|----------------------------------|-----|
| Total Employees: 130 Total Population: 944 | | | | |
| Proposed Project | | With Mitigation | | |
| 2,806 21,484 | Daily Vehicle Trips Daily VMT | 2,454 18,929 | Daily Vehicle Trips Daily VMT | |
| 12.7 | Household VMT per Capita | 10.5 | Household VMT per Capita | |
| 14.9 | Work VMT per Employee | 14.2 | Work VMT per Employee | |
| Significant VMT Impact? | | | | |
| APC: East Los Angeles | | | | |
| Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7 | | | | |
| Proposed Project | | With Mitigation | | |
| VMT Threshold | Impact | VMT Threshold | Impact | |
| Household > 7.2 | Yes | Household > 7.2 | Yes | Yes |
| Work > 12.7 | Yes | Work > 12.7 | Yes | Yes |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

| TDM Strategy Inputs | | | |
|---------------------|---|------------------|-------------|
| Strategy Type | Description | Proposed Project | Mitigations |
| Parking | Reduce parking supply | 0 | 0 |
| | City code parking provision (spaces) | | |
| | Actual parking provision (spaces) | 0 | 0 |
| | Monthly cost for parking (\$) | \$0 | \$220 |
| | Employees eligible (%) | 0% | 0% |
| | Daily parking charge (\$) | \$0.00 | \$0.00 |
| | Employees subject to priced parking (%) | 0% | 0% |
| | Cost of annual permit (\$) | \$0 | \$0 |

(cont. on following page)

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

| TDM Strategy Inputs, Cont. | | | |
|----------------------------|---|------------------|-------------|
| Strategy Type | Description | Proposed Project | Mitigations |
| Transit | Reduce transit headways | 0% | 0% |
| | Existing transit mode share (as a percent of total daily trips) (%) | 0% | 0% |
| | Lines within project site improved (<50%, >=50%) | 0 | 0 |
| | 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 |
| | Employees and residents participating (%) | 0% | 0% |
| Education & Encouragement | Voluntary travel behavior change program | | |
| | Promotions and marketing | 0% | 100% |

(cont. on following page)

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

TDM Strategy Inputs, Cont.

| Strategy Type | Description | Proposed Project | Mitigations |
|---------------------------------|--|------------------|-------------|
| Commuter Trip Reductions | Required commute trip reduction program | 0% | 0% |
| | Alternative Work Schedules and Telecommute | 0% | 0% |
| | Type of program | 0 | 0 |
| | Degree of implementation (low, medium, high) | 0 | 0 |
| | Employer sponsored vanpool or shuttle | 0% | 0% |
| Shared Mobility | Ride-share program | 0 | 0 |
| | Car share project setting (Urban, Suburban, All Other) | 0 | All Other |
| | Within 600 feet of existing bike share station - OR - implementing new bike share station (Yes/No) | 0 | Yes |
| | School carpool program | 0 | 0 |
| (cont. on following page) | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

| TDM Strategy Inputs, Cont. | | | |
|--|--|--|--|
| Strategy Type | Description | Proposed Project | Mitigations |
| Implement/improve on-street bicycle facility | Provide bicycle facility along site (Yes/No) | 0 | 0 |
| Bicycle Infrastructure | Include Bike parking per LAMC | Yes | Yes |
| | Include secure bike parking and showers | Yes | Yes |
| Neighborhood Enhancement | Traffic calming improvements | 0% | 75% |
| | Pedestrian network improvements | 0% | 50% |
| | Meets City Bike Parking Code (Yes/No) Includes indoor bike parking/lockers, showers, & repair station (Yes/No) Streets with traffic calming improvements (%) Intersections with traffic calming improvements (%) Included (within project and connecting off-site/within project only) | within project and connecting off-site | within project and connecting off-site |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

| TDM Adjustments by Trip Purpose & Strategy | | | | | | | | | | | | | |
|--|--|-----------|------------|------------|------------------|-----------|------------|------------|----------------------|-----------|------------|------------|---|
| Place type: Suburban Center | | | | | | | | | | | | | |
| | Home Based Work | | | | Home Based Other | | | | Non-Home Based Other | | | | Source |
| | Proposed | Mitigated | Attraction | Production | Proposed | Mitigated | Attraction | Production | Proposed | Mitigated | Attraction | Production | |
| Parking | Reduce parking supply | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 0% | 26% | 0% | 0% | 26% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Parking cash-out | 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% | |
| Transit | 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% | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Reduce transit headways | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Implement neighborhood shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Transit subsidies | 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% | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | 0% | 4% | 0% | 0% | 4% | 0% | 0% | 0% | 4% | 0% | 0% | |
| | Required commute trip reduction program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Alternative Work Schedules and Telecommute Program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Commute Trip Reductions | Employer sponsored vanpool or shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Ride-share program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Car-share | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | 0.4% | 0.0% | |
| | Bike share | 0.00% | 0.25% | 0.00% | 0.25% | 0.00% | 0.25% | 0.00% | 0.25% | 0.00% | 0.25% | 0.00% | |
| Shared Mobility | 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% | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | | | | | | | | | | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 18, 2019
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Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

| | Home Based Work Production | | | | Home Based Other Attraction | | | | Non-Home Based Other Production | | | | Non-Home Based Other Attraction | | | | Source |
|--------------------------|---|------|-----------|------|-----------------------------|------|-----------|------|---------------------------------|------|-----------|------|---------------------------------|------|-----------|------|--|
| | 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% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3 |
| | 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% | 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% | 0.6% | 0.6% | 0.6% | |
| Neighborhood Enhancement | Traffic calming improvements | 0.0% | 0.5% | 0.5% | 0.5% | 0.0% | 0.5% | 0.5% | 0.0% | 0.5% | 0.5% | 0.0% | 0.5% | 0.5% | 0.0% | 0.5% | TDM Strategy Appendix, Neighborhood Enhancement |
| | Pedestrian network improvements | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | |

Final Combined & Maximum TDM Effect

| Final Combined & Maximum TDM Effect | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|----------------------------|-----|-----------|-----|----------------------------|----|-----------|----|-----------------------------|-----|-----------|-----|-----------------------------|----|-----------|----|---------------------------------|----|-----------|----|---------------------------------|----|-----------|----|----|
| COMBINED TOTAL | 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 | | |
| | 3% | 32% | 3% | 32% | 3% | 3% | 8% | 8% | 3% | 3% | 32% | 32% | 3% | 3% | 8% | 8% | 3% | 3% | 3% | 3% | 8% | 8% | 3% | 3% | 4% |
| MAX. TDM EFFECT | 3% | 20% | 3% | 3% | 8% | 8% | 3% | 3% | 20% | 20% | 3% | 3% | 8% | 8% | 3% | 3% | 8% | 8% | 3% | 3% | 8% | 8% | 3% | 3% | 8% |

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

where X%=

| | | |
|--------------|-----------------|-----|
| PLACE | urban | 75% |
| TYPE | compact infill | 40% |
| MAX: | 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: November 18, 2019
 Project Name: 2800 Casitas Project
 Project Scenario: Proposed Project With Mitigation
 Project Address: 2800 W CASITAS AVE, 90039



Version 1.2

MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---------------------------------|------------------|----------------|-----------|---------------------|----------------|---------|
| Home Based Work Production | 567 | -11.5% | 502 | 8.4 | 4,763 | 4,217 |
| Home Based Other Production | 1,519 | -16.3% | 1,272 | 6.4 | 9,722 | 8,141 |
| Non-Home Based Other Production | 168 | -8.9% | 153 | 7.9 | 1,327 | 1,209 |
| Home-Based Work Attraction | 189 | -19.0% | 153 | 13.1 | 2,476 | 2,004 |
| Home-Based Other Attraction | 635 | -17.2% | 526 | 7.2 | 4,572 | 3,787 |
| Non-Home Based Other Attraction | 320 | -8.4% | 293 | 9.7 | 3,104 | 2,842 |

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 | -3.2% | 486 | 4,081 | -20.0% | 402 | 3,374 |
| Home Based Other Production | -3.2% | 1,231 | 7,879 | -20.0% | 1,018 | 6,513 |
| Non-Home Based Other Production | -3.2% | 148 | 1,170 | -8.1% | 141 | 1,111 |
| Home-Based Work Attraction | -3.2% | 148 | 1,939 | -8.1% | 141 | 1,841 |
| Home-Based Other Attraction | -3.2% | 509 | 3,665 | -8.1% | 483 | 3,479 |
| Non-Home Based Other Attraction | -3.2% | 284 | 2,750 | -8.1% | 269 | 2,611 |

MXD VMT Methodology Per Capita & Per Employee

Total Population: 944
 Total Employees: 130
 APC: East Los Angeles

| | Proposed Project | Project with Mitigation Measures |
|--------------------------------------|------------------|----------------------------------|
| Total Home Based Production VMT | 11,960 | 9,887 |
| Total Home Based Work Attraction VMT | 1,939 | 1,841 |
| Total Home Based VMT Per Capita | 12.7 | 10.5 |
| Total Work Based VMT Per Employee | 14.9 | 14.2 |