

Appendix L  
**Alternatives Transportation  
Analysis Memorandum**

## MEMORANDUM

**TO:** Kimberly Comacho and Jacqueline De La Rocha,  
Environmental Science Associates

**FROM:** Sarah Drobis, P.E., and Casey Le, P.E.

**DATE:** January 11, 2021

**RE:** Transportation Analysis of Project Alternatives for the  
656 South San Vicente Medical Office Project  
Los Angeles, California

**Ref:** J1534

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This memorandum presents the findings of the California Environmental Quality Act (CEQA) analysis of the alternatives (Alternatives) to the proposed development of the 656 South San Vicente Medical Office Project (Project) in the City of Los Angeles, California (City). The analysis of Alternatives is based on the City's *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], July 2020) (TAG) addressing the CEQA guidelines and thresholds.

This CEQA analysis of Alternatives was prepared consistent with the methodology, assumptions, and analysis presented in *Transportation Assessment for the 656 South San Vicente Medical Office Project, Los Angeles, California* (Gibson Transportation Consulting, Inc., October 2020) (Transportation Assessment), where applicable. The Transportation Assessment was reviewed and approved by LADOT via an inter-departmental memorandum to the Department of City Planning on December 9, 2020.

## PROJECT DESCRIPTION

As detailed in the Transportation Assessment, the Project proposes a 140,305 square foot (sf) medical office building and approximately 5,000 sf of commercial space, including 4,000 sf of restaurant use and 1,000 sf of pharmacy use. The building on-site that formerly operated as a private school, which was vacated around October 2018, and the existing 8,225 sf sporting goods store and associated surface parking lot would be removed to accommodate the Project.

A total of 418 parking spaces would be provided in four above-grade parking levels with valet operations. Vehicular access to the parking garage would be accommodated via separate ingress and egress visitor-only driveways to the visitor drop-off and valet area along the San Vicente Boulevard frontage road (Frontage Road) and an employee-only driveway along Orange Street. The Project is anticipated to be completed by Year 2023. The primary pedestrian and bicycle entrance, with access to the medical office lobby and

commercial entrances, would be provided along the Frontage Road. The Project would also provide a total of 716 bicycle parking spaces on-site, including both short-term and long-term spaces.

## ALTERNATIVES

The following four Alternative land use configurations for the Project were identified:

- Alternative 1, No Project Alternative, would maintain the vacant private school and the existing 8,225 sf sporting goods store and associated surface parking lot currently occupying the site, and no new development would occur. This Alternative would not generate additional vehicle trips and, therefore, a CEQA analysis for this Alternative was not conducted.
- Alternative 2, Development Under Existing Zone Alternative, proposes a 48,435 sf medical office building and 1,666 sf of pharmacy/retail use. A total of 139 parking spaces would be provided in two subterranean parking levels and one ground-level. Unlike the Project, vehicular access to the parking garage would be fully accommodated via one driveway along Orange Street. No visitor drop-off and valet area would be provided under Alternative 2. Pedestrian and bicycle access would be provided via the medical office lobby and commercial entrances from Sweetzer Avenue and the Frontage Road. Alternative 2 would provide a total of 300 short and long-term bicycle parking spaces on-site.
- Alternative 3, Reduced Square Footage Alternative, proposes a 48,435 sf medical office building and approximately 3,750 sf of commercial space, including 3,000 sf of restaurant use and 750 sf of pharmacy/retail use. A total of 313 parking spaces would be provided in four above-grade levels with a valet operation. Similar to the Project, vehicular access to the parking garage would be accommodated via separate ingress and egress visitor-only driveways to the visitor drop-off and valet area along the Frontage Road and an employee-only driveway along Orange Street. Pedestrian and bicycle access would be provided via the medical office lobby and commercial entrances from Sweetzer Avenue and the Frontage Road. Alternative 3 would provide a total of 664 short and long-term bicycle parking spaces on-site.
- Alternative 4, Residential Mixed Use, proposes 80 multi-family dwelling units and approximately 5,000 sf of commercial space, including 4,000 sf of restaurant use and 1,000 sf of retail use. No medical office building would be provided under Alternative 4. A total of 285 parking spaces would be provided in four above-grade parking levels and one ground parking level. Unlike the Project, vehicular access to the parking garage would be fully accommodated via one driveway along Orange Street. No visitor drop-off and valet area would be proposed under Alternative 4. Pedestrian and bicycle access would be provided via the commercial entrances from Sweetzer Avenue and the Frontage Road. Alternative 4 would provide a total of 120 short and long-term bicycle parking spaces on-site.

## **TRIP GENERATION**

Consistent with the Transportation Assessment, trip generation estimates for each Alternative were developed using published rates from *Trip Generation Manual, 10<sup>th</sup> Edition* (Institute of Transportation Engineers, 2017) and applied appropriate trip generation reductions to account for public transit usage, trips shared between the different uses within the Project, and pass-by trips for vehicles already on the roadway system. Table 1 provides a summary of the trip generation estimates for each Alternative, with specific detailed calculations discussed below.

### **Project**

The trip generation estimates for the Project are detailed in Table 2 and demonstrate the Project is anticipated to generate 304 morning peak hour trips (234 inbound, 70 outbound) and 382 afternoon peak hour trips (113 inbound, 269 outbound).

### **Alternative 2**

As detailed in Table 3, Alternative 2 would generate a total of 82 net new morning peak hour trips (67 inbound, 15 outbound) and 115 net new afternoon peak hour trips (30 inbound, 85 outbound).

### **Alternative 3**

As detailed in Table 4, Alternative 3 would generate a total of 223 net new morning peak hour trips (174 inbound, 49 outbound) and 282 net new afternoon peak hour trips (83 inbound, 199 outbound).

### **Alternative 4**

As detailed in Table 5, Alternative 4 would generate a total of 25 net new morning peak hour trips (six inbound, 19 outbound) and 33 net new afternoon peak hour trips (23 inbound, 10 outbound).

## **THRESHOLD T-1: CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES ANALYSIS**

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

Consistent with the Project, each Alternative would be designed to generally conform with the applicable programs, plans, ordinances, or policies identified in Table 2-1.1 of the TAG related to the circulation system, including transit, roadways, bicycles, and pedestrian facilities. None of the Alternatives would preclude the City from implementing future improvements to serve the

long-term mobility needs of the City. Therefore, none of the Alternatives would result in a significant impact under Threshold T-1.

Further, consistent with the Project, each Alternative together with the Related Projects would not result in a cumulative impact that would preclude the City from serving the transportation needs as defined by the City's adopted programs, plans, ordinances, or policies.

## **THRESHOLD T-2.1: CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (VMT) ANALYSIS**

LADOT developed *City of Los Angeles VMT Calculator Version 1.3* (July 2020) (VMT Calculator) to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. The VMT Calculator was used to evaluate the VMT of each Alternative and compare it to the VMT impact criteria.

The Project is located within the Central Area Planning Commission (APC); therefore, the household significant impact criteria is 6.0 household VMT per capita and the work significant impact criteria is 7.6 work VMT per employee. The Project Site is located within a Compact Infill (Zone 3) Travel Behavior Zone; thus, the maximum allowable VMT reduction in the VMT Calculator for the Project is 40%.

### **VMT Calculator Assumptions**

The VMT Calculator was set up with each Alternative's land use type and respective density as the primary input. Consistent with the Project, each Alternative includes several design features, which include measures to reduce the number of single occupancy vehicle trips to the Project Site. For the purposes of this analysis, the following Transportation Demand Management strategies were applied as project design features in the VMT evaluation:

- Reduced parking supply as compared to standard Los Angeles Municipal Code (LAMC) requirements
- Bicycle parking supply that meets and/or exceeds LAMC requirements, including short-term and long-term parking spaces
- Promotions and marketing to educate and inform travelers of alternative transportation options

The VMT analysis results based on the VMT Calculator are summarized in Table 1.

### **Project VMT**

As shown in Table 6, the VMT Calculator estimates that the Project would generate 3,275 daily work VMT. The Project does not propose any residential uses and would not generate any household VMT. The Project would generate an average work VMT per employee of 7.5, which

falls below the impact criteria for the Central APC. Therefore, the Project would not result in a significant VMT impact and no mitigation measures would be required.

Detailed output from the VMT Calculator is provided in Appendix D of the Transportation Assessment.

### **Alternative 2 VMT**

As shown in Table 7, the VMT Calculator estimates that Alternative 2 would generate 1,073 daily work VMT. Similar to the Project, Alternative 2 does not propose any residential uses and would not generate any household VMT. Alternative 2 would generate an average work VMT per employee of 7.5, which falls below the impact criteria for the Central APC. Therefore, similar to the Project, Alternative 2 would not result in a significant VMT impact and no mitigation measures would be required.

Detailed output from the VMT Calculator is provided in Attachment A.

### **Alternative 3 VMT**

As shown in Table 8, the VMT Calculator estimates that Alternative 3 would generate 2,461 daily work VMT. Similar to the Project, Alternative 3 does not propose any residential uses and would not generate any household VMT. Alternative 3 would generate an average work VMT per employee of 7.5, which falls below the impact criteria for the Central APC. Therefore, similar to the Project, Alternative 3 would not result in a significant VMT impact and no mitigation measures would be required.

Detailed output from the VMT Calculator is provided in Attachment B.

### **Alternative 4 VMT**

The 5,000 sf of commercial uses proposed under Alternative 4 is not considered for the purposes of identifying significant work VMT impacts, as the total floor area is less than 50,000 sf. Per *City of Los Angeles VMT Calculator User Guide* (LADOT and Los Angeles Department of City Planning, May 2020), the commercial uses are considered local serving and would have a negligible effect on VMT. Therefore, the proposed commercial uses under Alternative 4 would not result in a significant work VMT impact. As shown in Table 9, the VMT Calculator estimates that Alternative 4 would generate 962 daily household VMT and an average household VMT per capita of 5.3, which fall below the significant impact criteria for the Central APC. Therefore, similar to the Project, Alternative 4 would not result in a significant VMT impact, and no mitigation measures would be required.

Detailed output from the VMT Calculator is provided in Attachment C.

### **Cumulative VMT Analysis**

A development project would have a cumulative VMT impact if it were deemed inconsistent with *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, Adopted September 3, 2020) (RTP/SCS) goal of maximizing mobility and accessibility in the region. However, based on the TAG, a project that does not result in a significant VMT impact using the City's methodology described above would be in alignment with the RTP / SCS and, therefore, would also have no cumulative VMT impact. Consistent with the Project, the Alternatives would not result in a significant and unavoidable household and/or work VMT impact, as detailed above. Therefore, none of the Alternatives would result in a significant cumulative VMT impact.

Furthermore, the Project Site is served by various local bus lines, as well as future rail stations along Wilshire Boulevard of the Metro D (Purple) Line Extension. The Project Site is located within a Transit Priority Area as defined by the City and a High-Quality Transit Area as defined by the RTP/SCS. The Project Site's specific location in close proximity to high-quality transit and other off-site retail, restaurant, commercial, and residential areas, along with its highly walkable environment, support the conclusion that the Project and the Alternatives would achieve a VMT reduction greater than the average for the area, as concluded in the VMT analysis provided above. Thus, each Alternative would also contribute to the productivity and use of the regional transportation system by providing employment and/or housing near transit and encourage active transportation by providing new bicycle parking and active street frontages, consistent with RTP/SCS goals. As such, consistent with the Project, the Alternatives would not result in a cumulative VMT impact.

### **THRESHOLD T-2.2: SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL ANALYSIS**

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

Consistent with the Project, none of the Alternatives are transportation projects that would induce automobile travel. Therefore, further evaluation will not be required, and none of the Alternatives would result in a significant impact under Threshold T-2.2.

### **THRESHOLD T-3: SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE ANALYSIS**

Threshold T-3 requires that a project undergo further evaluation if it proposes new driveways or new vehicle access points to the property from the public right-of-way (ROW) or modifications along the public ROW (i.e., street dedications) to determine if the geometric design features would substantially increase safety, operational, or capacity hazards.

## **Project**

Vehicular access to the on-site parking garage would be provided via driveways along the Frontage Road and Orange Street. Access to the loading dock would be provided via a separate driveway along Orange Street. All driveways would be designed, placed, and configured in accordance with LADOT's *Manual of Policies and Procedures* (December 2008) to limit vehicle queues and bicycle/pedestrian-vehicle conflicts.

The proposed new vehicular driveways along the Frontage Road would require curb cuts into the public ROW. Any unused curb cuts and driveways would be removed and replaced with sidewalks to maintain pedestrian walkway continuity. The proposed driveway along Orange Street would require new curb cuts along the public right-of-way as no driveways currently exist.

Potential access to the loading dock from the adjacent alley was reviewed. However, due to the existing geometric constraints and width of the alley, trucks would not be able to access the Project Site via the alley and, thus, the Project proposes truck loading access on Orange Street. As no driveways currently exist on Orange Street, access to the loading dock would also require the installation of a new curb cut.

All driveways would be designed, placed, and configured to limit vehicle queues and bicycle/pedestrian-vehicle conflicts. The Project vehicular driveway and truck access to the loading dock along Orange Street would be located to provide pedestrian refuge between the two driveways to limit any potential vehicular-pedestrian conflicts. Some on-street metered parking adjacent to the Project Site would be removed along Orange Street and the Frontage Road to accommodate the new curb cuts and allow for maximized sight distance at the Project driveways. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

**Summary.** Based on the site plan review and design assumptions, the Project would not present any geometric design hazards related to mobility or pedestrian accessibility.

## **Alternative 2**

Vehicular access to the parking garage would be fully accommodated via one driveway along Orange Street. No visitor drop-off and valet area would be proposed under Alternative 2. Consistent with the Project, Alternative 2 would propose truck loading access on Orange Street. The driveway and truck access along Orange Street would be located to provide pedestrian refuge between the two driveways to limit any potential vehicular-pedestrian conflicts. Some on-street metered parking adjacent to the Project Site would be removed along Orange Street to accommodate the new curb cuts and allow for maximized sight distance at the Project driveways. All driveways under Alternative 2 would be placed in accordance with the guidelines in LADOT's *Manual of Policies and Procedures*. Alternative 2 would not present any unusual or new obstacles that would be considered hazardous to vehicles, pedestrians, or bicyclists.

**Summary.** Consistent with the Project, based on the site plan review and design assumptions, Alternative 2 does not present any geometric design hazards related to mobility or pedestrian accessibility.



### **Alternative 3**

Consistent with the Project, vehicular access to the parking garage would be accommodated via separate ingress and egress visitor-only driveways to the visitor drop-off and valet area along the Frontage Road and an employee-only driveway along Orange Street. The vehicular driveway and truck access along Orange Street would be located to provide pedestrian refuge between the two driveways to limit any potential vehicular-pedestrian conflicts. Some on-street metered parking adjacent to the Project Site would be removed along Orange Street and the Frontage Road to accommodate the new curb cuts and allow for maximized sight distance at the Project driveways. All driveways proposed would be placed in accordance with LADOT's *Manual of Policies and Procedures* guidelines. Alternative 3 would not present any unusual or new obstacles that would be considered hazardous to vehicles, pedestrians, or bicyclists.

**Summary.** Consistent with the Project, based on the site plan review and design assumptions, Alternative 3 does not present any geometric design hazards related to mobility or pedestrian accessibility.

### **Alternative 4**

Vehicular access to the parking garage would be fully accommodated via one driveway along Orange Street. No visitor drop-off and valet area or truck loading access would be proposed under Alternative 4. Some on-street metered parking adjacent to the Project Site would be removed along Orange Street to accommodate the new curb cuts and allow for maximized sight distance at the driveway. The driveway under Alternative 4 would be placed in accordance with the guidelines in LADOT's *Manual of Policies and Procedures*. Alternative 4 would not present any unusual or new obstacles that would be considered hazardous to vehicles, pedestrians, or bicyclists.

**Summary.** Consistent with the Project, based on the site plan review and design assumptions, Alternative 4 does not present any geometric design hazards related to mobility or pedestrian accessibility.

### **Cumulative Analysis**

Consistent with the Project, none of the Related Projects identified in the Transportation Assessment provide access along the same block as any of the Alternatives. Thus, the Alternatives and Related Projects would not result in a cumulative impact under Threshold T-3.

### **SUMMARY**

- Each Alternative would generate fewer peak hour trips during both the morning and afternoon peak hours as compared to the Project.
- Consistent with the Project, each Alternative would be designed to generally conform with the applicable programs, plans, ordinances, or policies related to the circulation system, including transit, roadways, bicycles, and pedestrian facilities. None of the

Alternatives would preclude the City from implementing future improvements to serve the long-term mobility needs of the City. Consistent with the Project, none of the Alternatives would result in a significant impact under Threshold T-1.

- Each Alternative includes several design features, which include measures to reduce the number of single occupancy vehicle trips to the Project Site. Consistent with the Project, none of the Alternatives would result in a significant VMT impact under Threshold T-2.1 and no mitigation measures are required. Consistent with the Project, the Alternatives would not result in a cumulative VMT impact.
- Similar to the Project, none of the Alternatives are transportation projects that would induce automobile travel. Therefore, none of the Alternatives would result in a significant impact under Threshold T-2.2.
- Consistent with the Project, based on the site plan review and design assumptions, none of the Alternatives present any geometric design hazards as it relates to mobility or pedestrian accessibility. Therefore, none of the Alternatives would result in a significant impact under Threshold T-3.

**TABLE 1  
ALTERNATIVES SUMMARY**

Project Scenario	Trip Generation (Net New Project Trips)						VMT Analysis					
	AM Peak Hour			PM Peak Hour			Daily Vehicle Trips	Daily VMT	Household		Work	
	In	Out	Total	In	Out	Total			VMT per Capita	Significant Impact	VMT per Employee	Significant Impact
Project												
<u>Transportation Assessment</u> • 140,305 sf Medical Office Building • 1,000 sf Retail/Pharmacy Drugstore • 4,000 sf Restaurant	234	70	304	113	269	382	3,433	24,422	N/A	N/A	7.5	NO
Alternative 2												
<u>Development Under Existing Zone</u> • 46,768 sf Medical Office Building • 1,666 sf Retail/Pharmacy Drugstore	67	15	82	30	85	115	1,153	8,189	N/A	N/A	7.5	NO
Alternative 3												
<u>Reduced Square Footage</u> • 105,229 sf Medical Office Building • 750 sf Retail/Pharmacy Drugstore • 3,000 sf Restaurant	174	49	223	83	199	282	2,581	18,352	N/A	N/A	7.5	NO
Alternative 4												
<u>Residential Mixed-Use</u> • 80 Multi-Family Housing Units • 1,000 sf Retail • 4,000 sf Restaurant	6	19	25	23	10	33	638	4,173	5.3	NO	N/A	N/A

**TABLE 2  
TRIP GENERATION  
PROJECT**

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Medical/Dental Office Building	720	per ksf	78%	22%	2.78	28%	72%	3.46
Pharmacy/Drugstore without Drive-Through	880	per ksf	65%	35%	2.94	49%	51%	8.51
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.94	62%	38%	9.77
Sporting Goods Superstore	861	per ksf	80%	20%	0.34	48%	52%	2.02
Private School (K-12)	536	per student	61%	39%	0.80	43%	57%	0.17
TRIP GENERATION ESTIMATES								
<u>Proposed Project</u>								
Medical Office	720	140.305 ksf	304	86	390	136	349	485
Transit/Walk-In Adjustment - 15% [b]			(46)	(13)	(59)	(20)	(53)	(73)
Pass-By Trip Adjustment - 10% [c]			(26)	(7)	(33)	(12)	(29)	(41)
Pharmacy/Drugstore	880	1.000 ksf	2	1	3	4	5	9
Internal Capture Adjustment - 15% [d]			0	0	0	(1)	0	(1)
Transit/Walk-In Adjustment - 15% [b]			0	0	0	0	(1)	(1)
Pass-By Trip Adjustment - 40% [c]			(1)	0	(1)	(1)	(2)	(3)
High-Turnover (Sit-Down) Restaurant	932	4.000 ksf	22	18	40	24	15	39
Internal Capture Adjustment - 15% [d]			(3)	(3)	(6)	(4)	(2)	(6)
Transit/Walk-In Adjustment - 15% [b]			(3)	(2)	(5)	(3)	(2)	(5)
Pass-By Trip Adjustment - 20% [c]			(3)	(3)	(6)	(3)	(3)	(6)
TOTAL - PROPOSED			246	77	323	120	277	397
<u>Existing to be Removed</u>								
Sporting Goods Superstore	861	8.225 ksf	2	1	3	8	9	17
Transit/Walk-In Adjustment - 15% [b]			0	0	0	(1)	(2)	(3)
Pass-By Trip Adjustment - 15% [c]			0	0	0	(1)	(1)	(2)
Private School [e]	536	20 students	10	6	16	1	2	3
TOTAL - EXISTING TO BE REMOVED			12	7	19	7	8	15
TOTAL - NET NEW PROJECT TRIPS			234	70	304	113	269	382

**Notes:**

ksf: 1,000 square feet

[a] Trip generation rates are from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017).

[b] Per LADOT's *Transportation Assessment Guidelines*, the Project Site is located within a 1/4 mile walking distance from an existing RapidBus stop (Metro Rapid 720) as well as a proposed transit stop (Metro Purple Line Wilshire/La Cienega Station), therefore a 15% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[c] Per Attachment H of LADOT's *Transportation Assessment Guidelines*, pass-by adjustments were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system.

[e] Although the existing school was vacated approximately in October 2018 and was operational within two years of the Initial Study/Notice of Preparation, existing use credits were not assumed related to the removal of the school so as to provide a conservative transportation analysis.

**TABLE 3  
TRIP GENERATION  
ALTERNATIVE 2 (DEVELOPMENT UNDER EXISTING ZONE)**

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Medical/Dental Office Building	720	per ksf	78%	22%	2.78	28%	72%	3.46
Pharmacy/Drugstore without Drive-Through	880	per ksf	65%	35%	2.94	49%	51%	8.51
Sporting Goods Superstore	861	per ksf	80%	20%	0.34	48%	52%	2.02
Private School (K-12)	536	per student	61%	39%	0.80	43%	57%	0.17
TRIP GENERATION ESTIMATES								
<b><u>Proposed Project</u></b>								
Medical Office	720	46.768 ksf	101	29	130	45	117	162
Transit/Walk-In Adjustment - 15% [b]			(15)	(5)	(20)	(7)	(17)	(24)
Pass-By Trip Adjustment - 10% [c]			(9)	(2)	(11)	(4)	(10)	(14)
Pharmacy/Drugstore	880	1.666 ksf	3	2	5	7	7	14
Internal Capture Adjustment - 15% [d]			0	(1)	(1)	(1)	(1)	(2)
Transit/Walk-In Adjustment - 15% [b]			0	(1)	(1)	(1)	(1)	(2)
Pass-By Trip Adjustment - 40% [c]			(1)	0	(1)	(2)	(2)	(4)
TOTAL - PROPOSED			79	22	101	37	93	130
<b><u>Existing to be Removed</u></b>								
Sporting Goods Superstore	861	8.225 ksf	2	1	3	8	9	17
Transit/Walk-In Adjustment - 15% [b]			0	0	0	(1)	(2)	(3)
Pass-By Trip Adjustment - 15% [c]			0	0	0	(1)	(1)	(2)
Private School [e]	536	20 students	10	6	16	1	2	3
TOTAL - EXISTING TO BE REMOVED			12	7	19	7	8	15
TOTAL - NET NEW PROJECT TRIPS			67	15	82	30	85	115

**Notes:**

ksf: 1,000 square feet

[a] Trip generation rates are from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017).

[b] Per LADOT's *Transportation Assessment Guidelines*, the Project Site is located within a 1/4 mile walking distance from an existing RapidBus stop (Metro Rapid 720) as well as a proposed transit stop (Metro Purple Line Wilshire/La Cienega Station), therefore a 15% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[c] Per Attachment H of LADOT's *Transportation Assessment Guidelines*, pass-by adjustments were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system.

[e] Although the existing school was vacated approximately in October 2018 and was operational within two years of the Initial Study/Notice of Preparation, existing use credits were not assumed related to the removal of the school so as to provide a conservative transportation analysis.

**TABLE 4**  
**TRIP GENERATION**  
**ALTERNATIVE 3 (REDUCED SQUARE FOOTAGE)**

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour				
			In	Out	Total	In	Out	Total		
TRIP GENERATION RATES [a]										
Medical/Dental Office Building	720	per ksf	78%	22%	2.78	28%	72%	3.46		
Pharmacy/Drugstore without Drive-Through	880	per ksf	65%	35%	2.94	49%	51%	8.51		
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.94	62%	38%	9.77		
Sporting Goods Superstore	861	per ksf	80%	20%	0.34	48%	52%	2.02		
Private School (K-12)	536	per student	61%	39%	0.80	43%	57%	0.17		
TRIP GENERATION ESTIMATES										
<b><u>Proposed Project</u></b>  Medical Office <i>Transit/Walk-In Adjustment - 15% [b]</i> <i>Pass-By Trip Adjustment - 10% [c]</i>  Pharmacy/Drugstore <i>Internal Capture Adjustment - 15% [d]</i> <i>Transit/Walk-In Adjustment - 15% [b]</i> <i>Pass-By Trip Adjustment - 40% [c]</i>  High-Turnover (Sit-Down) Restaurant <i>Internal Capture Adjustment - 15% [d]</i> <i>Transit/Walk-In Adjustment - 15% [b]</i> <i>Pass-By Trip Adjustment - 20% [c]</i>	720	105.229 ksf								
			229	64	293	102	262	364		
			(34)	(10)	(44)	(15)	(40)	(55)		
				(20)	(5)	(25)	(9)	(22)	(31)	
	880	0.750 ksf	1	1	2	3	3	6		
			0	0	0	0	(1)	(1)		
			0	0	0	0	(1)	(1)		
			0	(1)	(1)	(1)	(1)	(2)		
	932	3.000 ksf	17	13	30	18	11	29		
			(3)	(2)	(5)	(3)	(1)	(4)		
			(2)	(2)	(4)	(2)	(2)	(4)		
			(2)	(2)	(4)	(3)	(1)	(4)		
	TOTAL - PROPOSED			186	56	242	90	207	297	
	<b><u>Existing to be Removed</u></b>  Sporting Goods Superstore <i>Transit/Walk-In Adjustment - 15% [b]</i> <i>Pass-By Trip Adjustment - 15% [c]</i>  Private School [e]	861	8.225 ksf							
				2	1	3	8	9	17	
				0	0	0	(1)	(2)	(3)	
					0	0	0	(1)	(1)	(2)
		536	20 students	10	6	16	1	2	3	
TOTAL - EXISTING TO BE REMOVED			12	7	19	7	8	15		
TOTAL - NET NEW PROJECT TRIPS			174	49	223	83	199	282		

**Notes:**

ksf: 1,000 square feet

[a] Trip generation rates are from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017).

[b] Per LADOT's *Transportation Assessment Guidelines*, the Project Site is located within a 1/4 mile walking distance from an existing RapidBus stop (Metro Rapid 720) as well as a proposed transit stop (Metro Purple Line Wilshire/La Cienega Station), therefore a 15% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[c] Per Attachment H of LADOT's *Transportation Assessment Guidelines*, pass-by adjustments were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system.

[e] Although the existing school was vacated approximately in October 2018 and was operational within two years of the Initial Study/Notice of Preparation, existing use credits were not assumed related to the removal of the school so as to provide a conservative transportation analysis.

**TABLE 5  
TRIP GENERATION  
ALTERNATIVE 4 (RESIDENTIAL MIXED-USE)**

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Multi-Family Housing (High-Rise)	222	per Dwelling Unit	24%	76%	0.31	61%	39%	0.36
Shopping Center	820	per ksf	62%	38%	0.94	48%	52%	3.81
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.94	62%	38%	9.77
Sporting Goods Superstore	861	per ksf	80%	20%	0.34	48%	52%	2.02
Private School (K-12)	536	per student	61%	39%	0.80	43%	57%	0.17
TRIP GENERATION ESTIMATES								
<u>Proposed Project</u>								
Multi-Family Housing (High-Rise) Transit/Walk-In Adjustment - 15% [b]	222	80 du	6 (1)	19 (3)	25 (4)	18 (3)	11 (1)	29 (4)
Retail/Shopping Center Internal Capture Adjustment - 15% [c] Transit/Walk-In Adjustment - 15% [b] Pass-By Trip Adjustment - 50% [d]	820	1.000 ksf	1 0 0 (1)	0 0 0 0	1 0 0 (1)	2 0 0 (1)	2 (1) 0 (1)	4 (1) 0 (2)
High-Turnover (Sit-Down) Restaurant Internal Capture Adjustment - 15% [c] Transit/Walk-In Adjustment - 15% [b] Pass-By Trip Adjustment - 20% [d]	932	4.000 ksf	22 (3) (3) (3)	18 (3) (2) (3)	40 (6) (5) (6)	24 (4) (3) (3)	15 (2) (2) (3)	39 (6) (5) (6)
TOTAL - PROPOSED			18	26	44	30	18	48
<u>Existing to be Removed</u>								
Sporting Goods Superstore Transit/Walk-In Adjustment - 15% [b] Pass-By Trip Adjustment - 15% [d]	861	8.225 ksf	2 0 0	1 0 0	3 0 0	8 (1) (1)	9 (2) (1)	17 (3) (2)
Private School [e]	536	20 students	10	6	16	1	2	3
TOTAL - EXISTING TO BE REMOVED			12	7	19	7	8	15
TOTAL - NET NEW PROJECT TRIPS			6	19	25	23	10	33

**Notes:**

ksf: 1,000 square feet

[a] Trip generation rates are from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017).

[b] Per LADOT's *Transportation Assessment Guidelines*, the Project Site is located within a 1/4 mile walking distance from an existing RapidBus stop (Metro Rapid 720) as well as a proposed transit stop (Metro Purple Line Wilshire/La Cienega Station), therefore a 15% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system.

[d] Per Attachment H of LADOT's *Transportation Assessment Guidelines*, pass-by adjustments were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[e] Although the existing school was vacated approximately in October 2018 and was operational within two years of the Initial Study/Notice of Preparation, existing use credits were not assumed related to the removal of the school so as to provide a conservative transportation analysis.

**TABLE 6  
VMT ANALYSIS SUMMARY  
PROJECT**

<b>Project Information</b>	
<b>Address</b>	656 S. San Vicente Boulevard [a]
<b>Project Land Uses</b>	<b>Size</b>
Medical Office Building	140,305 sf
Pharmacy	1,000 sf
Restaurant	4,000 sf
<b>Project Analysis [b]</b>	
Resident Population	0
Employee Population [c]	439
Area Planning Commission	Central
Travel Behavior Zone [d]	Compact Infill
Maximum VMT Reduction [e]	40%
<b>VMT Analysis [f]</b>	
Daily Vehicle Trips	3,433
Daily VMT	24,422
Total Work VMT	3,275
Work VMT per Employee [g]	7.5
Impact Threshold	7.6
Significant Impact	NO

**Notes:**

[a] Project address latitude and longitude (34.064973, -118.372017) was used in the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[b] Project Analysis is from *City of Los Angeles VMT Calculator Version 1.3* output reports provided in Appendix D of the Transportation Assessment.

[c] Total employment estimate is based on the following employment factor:

Medical Office: 3 employees / 1,000 sf

High-turnover Sit-Down Restaurant: 4.0 employees / 1,000 sf

Pharmacy/Drugstore: 2.0 employees / 1,000 sf

The employment factors are based on employee data from the Los Angeles Unified School District, 2012, SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[f] The Project design features include:

1. Reduced parking supply of 25% as compared to standard City code requirements
2. Bicycle parking per LAMC requirements
3. Promotions and marketing of alternative transportation modes

[g] Work VMT per Employee is based on the "home-based work attraction" trip types.



**TABLE 7**  
**VMT ANALYSIS SUMMARY**  
**ALTERNATIVE 2 (DEVELOPMENT UNDER EXISTING ZONE)**

<b>Project Information</b>	
<b>Address</b>	656 S. San Vicente Boulevard [a]
<b>Project Land Uses</b>	<b>Size</b>
Medical Office Building	46,768 sf
Pharmacy	1,666 sf
<b>Project Analysis [b]</b>	
Resident Population	0
Employee Population [c]	144
Area Planning Commission	Central
Travel Behavior Zone [d]	Compact Infill
Maximum VMT Reduction [e]	40%
<b>VMT Analysis [f]</b>	
Daily Vehicle Trips	1,153
Daily VMT	8,189
Total Work VMT	1,073
Work VMT per Employee [g]	7.5
Impact Threshold	7.6
Significant Impact	NO

**Notes:**

[a] Project address latitude and longitude (34.064973, -118.372017) was used in the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[b] Project Analysis is from *City of Los Angeles VMT Calculator Version 1.3* output reports provided in Attachment A.

[c] Total employment estimate is based on the following employment factor:

Medical Office: 3 employees / 1,000 sf

Pharmacy/Drugstore: 2.0 employees / 1,000 sf

The employment factors are based on employee data from the Los Angeles Unified School District, 2012, SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.  
[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[f] The Project design features include:

1. Reduced parking supply of 25% as compared to standard City code requirements
2. Bicycle parking per LAMC requirements
3. Promotions and marketing of alternative transportation modes

[g] Work VMT per Employee is based on the "home-based work attraction" trip types.

**TABLE 8**  
**VMT ANALYSIS SUMMARY**  
**ALTERNATIVE 3 (REDUCED SQUARE FOOTAGE)**

<b>Project Information</b>	
<b>Address</b>	656 S. San Vicente Boulevard [a]
<b>Project Land Uses</b>	<b>Size</b>
Medical Office Building	105,229 sf
Pharmacy	750 sf
Restaurant	3,000 sf
<b>Project Analysis [b]</b>	
Resident Population	0
Employee Population [c]	329
Area Planning Commission	Central
Travel Behavior Zone [d]	Compact Infill
Maximum VMT Reduction [e]	40%
<b>VMT Analysis [f]</b>	
Daily Vehicle Trips	2,581
Daily VMT	18,352
Total Work VMT	2,461
Work VMT per Employee [g]	7.5
Impact Threshold	7.6
Significant Impact	NO

**Notes:**

[a] Project address latitude and longitude (34.064973, -118.372017) was used in the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[b] Project Analysis is from *City of Los Angeles VMT Calculator Version 1.3* output reports provided in Attachment B.

[c] Total employment estimate is based on the following employment factor:

Medical Office: 3 employees / 1,000 sf

High-turnover Sit-Down Restaurant: 4.0 employees / 1,000 sf

Pharmacy/Drugstore: 2.0 employees / 1,000 sf

The employment factors are based on employee data from the Los Angeles Unified School District, 2012, SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[f] The Project design features include:

1. Reduced parking supply of 25% as compared to standard City code requirements
2. Bicycle parking per LAMC requirements
3. Promotions and marketing of alternative transportation modes

[g] Work VMT per Employee is based on the "home-based work attraction" trip types.

**TABLE 9**  
**VMT ANALYSIS SUMMARY**  
**ALTERNATIVE 4 (RESIDENTIAL MIXED-USE)**

<b>Project Information</b>	
<b>Address</b>	656 S. San Vicente Boulevard [a]
<b>Project Land Uses</b>	<b>Size</b>
Multi-Family Housing	80 units
Retail	1,000 sf
Restaurant	4,000 sf
<b>Project Analysis [b]</b>	
Resident Population	180
Employee Population [c]	18
Area Planning Commission	Central
Travel Behavior Zone [d]	Compact Infill
Maximum VMT Reduction [e]	40%
<b>VMT Analysis [f]</b>	
Daily Vehicle Trips	638
Daily VMT	4,173
Total Household VMT	962
Household VMT per Capita [g]	5.3
Impact Threshold	6.0
Significant Impact	NO
Total Work VMT	N/A
Work VMT per Employee [h]	N/A
Impact Threshold	7.6
Significant Impact	NO

**Notes:**

[a] Project address latitude and longitude (34.064973, -118.372017) was used in the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[b] Project Analysis is from *City of Los Angeles VMT Calculator Version 1.3* output reports provided in Attachment C.

[c] Total residential and employment estimates are based on the following factors:

Multi-Family Housing: 2.25 residents / unit

High-turnover Sit-Down Restaurant: 4.0 employees / 1,000 sf

Retail: 2.0 employees / 1,000 sf

The population factors for single family households were derived from Census data for the City of Los Angeles. The employment factors are based on employee data from the Los Angeles Unified School District, 2012, SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story buildings and well connected streets.

[e] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[f] The Project design features include:

1. Reduced parking supply of 25% as compared to standard City code requirements
2. Bicycle parking per LAMC requirements
3. Promotions and marketing of alternative transportation modes

[g] Household VMT per Capita is based on the "home-based work production" trip types.

[h] Work VMT per Employee is based on the "home-based work attraction" trip types.

***Attachment A***

***Alternative 2  
VMT Calculator Analysis Worksheets***

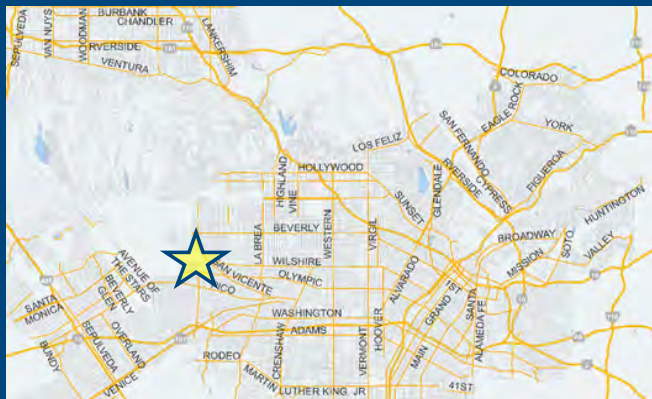
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

## Project Information

Project: 656 San Vicente MOB  
 Scenario: Alternative 2  
 Address: 34.064973, -118.372017



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
School   Private School (K-12)	20	Students
Retail   General Retail	8.225	ksf
School   Private School (K-12)	20	Students

[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
Office   Medical Office	46.768	ksf
Retail   Pharmacy/Drugstore	1.666	ksf
Office   Medical Office	46.768	ksf

[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
303 Daily Vehicle Trips	1,380 Daily Vehicle Trips
2,132 Daily VMT	9,809 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	1,077 Net Daily Trips
The net increase in daily VMT ≤ 0	7,677 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.666 ksf
<b>The proposed project is required to perform VMT analysis.</b>	

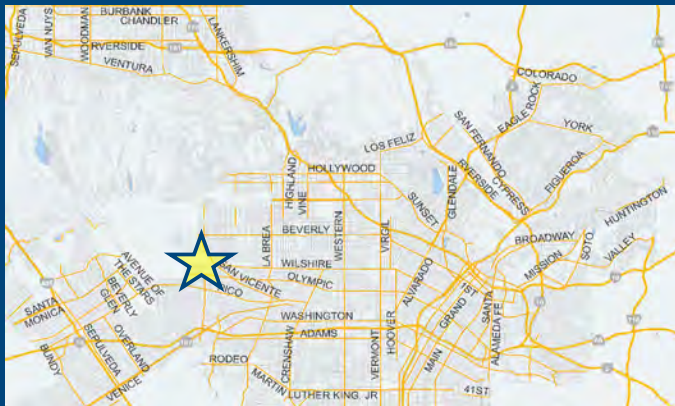


# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

Project: 656 San Vicente MOB  
 Scenario: Alternative 2  
 Address: 34.064973, -118.372017



## 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?

Proposed Project

No  
No

With Mitigation

No  
No

Max Work Based TDM Achieved?

A

### Parking

Reduce Parking Supply

100

city code parking provision for the project site

☒ Proposed Prj ☐ Mitigation

75

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

☐ 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

1,153

Daily Vehicle Trips

8,189

Daily VMT

0.0

Household VMT per Capita

7.5

Work VMT per Employee

### With Mitigation

1,153

Daily Vehicle Trips

8,189

Daily VMT

0.0

Household VMT per Capita

7.5

Work VMT per Employee

### Significant VMT Impact?

Household: No

Threshold = 6.0  
15% Below APC

Household: No

Threshold = 6.0  
15% Below APC

Work: No

Threshold = 7.6  
15% Below APC

Work: No

Threshold = 7.6  
15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 2

Project Address: 34.064973, -118.372017



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	1.666	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	46.768	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

Project and Analysis Overview

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 2

Project Address: 34.064973, -118.372017



Version 1.3

Other	0	Trips
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# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 2

Project Address: 34.064973, -118.372017



Version 1.3

Analysis Results			
Total Employees: 144			
Total Population: 0			
Proposed Project		With Mitigation	
1,153	Daily Vehicle Trips	1,153	Daily Vehicle Trips
8,189	Daily VMT	8,189	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
7.5	Work VMT per Employee	7.5	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 2

Project Address: 34.064973, -118.372017



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	100	100
		Actual parking provision (spaces)	75	75
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 2

Project Address: 34.064973, -118.372017



Version 1.3

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 (%)	100%	100%
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 2

Project Address: 34.064973, -118.372017



Version 1.3

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
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	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)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 2

Project Address: 34.064973, -118.372017



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 5, 2020  
 Project Name: 656 San Vicente MOB  
 Project Scenario: Alternative 2  
 Project Address: 34.064973, -118.372017



TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	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	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	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%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 5, 2020  
 Project Name: 656 San Vicente MOB  
 Project Scenario: Alternative 2  
 Project Address: 34.064973, -118.372017



### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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%	
	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%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	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

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	13%
<b>MAX. TDM EFFECT</b>		17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%

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

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 2

Project Address: 34.064973, -118.372017



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	6.3	0	0
Home Based Other Production	0	0.0%	0	5.0	0	0
Non-Home Based Other Production	341	-9.1%	310	6.7	2,285	2,077
Home-Based Work Attraction	208	-26.4%	153	8.4	1,747	1,285
Home-Based Other Attraction	949	-36.0%	607	7.2	6,833	4,370
Non-Home Based Other Attraction	341	-9.1%	310	6.7	2,285	2,077

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-16.5%	0	0	-16.5%	0	0
Home Based Other Production	-16.5%	0	0	-16.5%	0	0
Non-Home Based Other Production	-16.5%	259	1,734	-16.5%	259	1,734
Home-Based Work Attraction	-16.5%	128	1,073	-16.5%	128	1,073
Home-Based Other Attraction	-16.5%	507	3,648	-16.5%	507	3,648
Non-Home Based Other Attraction	-16.5%	259	1,734	-16.5%	259	1,734

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 144

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>0</b>	<b>0</b>
<i>Total Home Based Work Attraction VMT</i>	<b>1,073</b>	<b>1,073</b>
<i>Total Home Based VMT Per Capita</i>	<b>0.0</b>	<b>0.0</b>
<i>Total Work Based VMT Per Employee</i>	<b>7.5</b>	<b>7.5</b>



## VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User	
By:	_____
Print Name:	_____
Title:	_____
Company:	_____
Address:	_____
Phone:	_____
Email Address:	_____
Date:	_____

***Attachment B***

***Alternative 3  
VMT Calculator Analysis Worksheets***

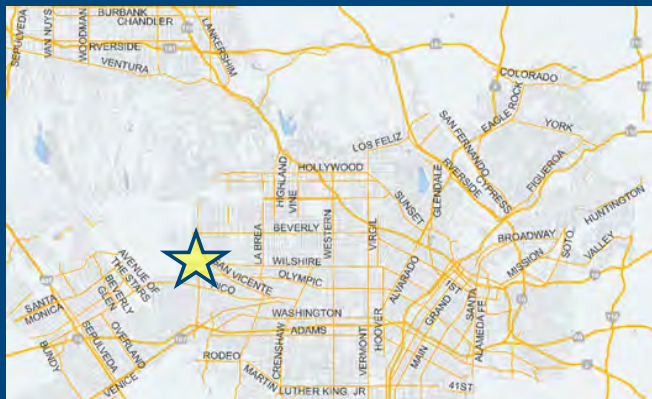
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

## Project Information

Project: 656 San Vicente MOB  
 Scenario: Alternative 3  
 Address: 34.064973, -118.372017



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
School   Private School (K-12)	20	Students
Retail   General Retail	8.225	ksf
School   Private School (K-12)	20	Students

[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
Office   Medical Office	105.229	ksf
Retail   Pharmacy/Drugstore	0.75	ksf
Retail   High-Turnover Sit-Down Restaurant	3	ksf
Office   Medical Office	105.229	ksf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Project Screening Summary

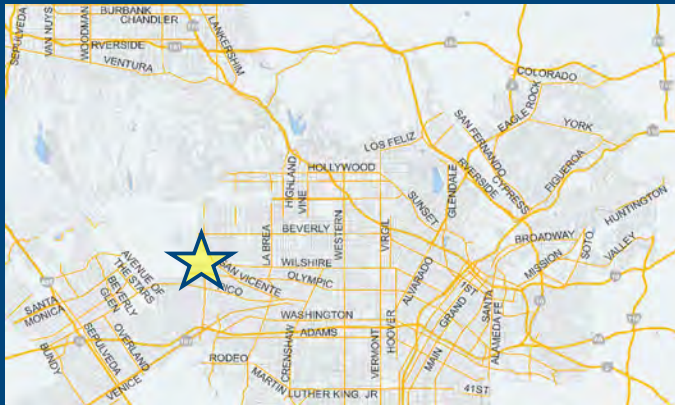
Existing Land Use	Proposed Project
303 Daily Vehicle Trips	3,091 Daily Vehicle Trips
2,132 Daily VMT	21,984 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	2,788 Net Daily Trips
The net increase in daily VMT ≤ 0	19,852 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.750 ksf
<b>The proposed project is required to perform VMT analysis.</b>	

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

Project: 656 San Vicente MOB  
 Scenario: Alternative 3  
 Address: 34.064973, -118.372017



## 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?

Proposed Project  
No

With Mitigation  
No

Max Work Based TDM Achieved?

No

No

**A** **Parking**

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

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

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

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

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

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
<b>2,581</b> Daily Vehicle Trips	<b>2,581</b> Daily Vehicle Trips
<b>18,352</b> Daily VMT	<b>18,352</b> Daily VMT
<b>0.0</b> Household VMT per Capita	<b>0.0</b> Household VMT per Capita
<b>7.5</b> Work VMT per Employee	<b>7.5</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: No</b> Threshold = 7.6 15% Below APC	<b>Work: No</b> Threshold = 7.6 15% Below APC

Proposed Project Land Use Type	Value	Unit
Retail   Pharmacy/Drugstore	0.75	ksf
Retail   High-Turnover Sit-Down Restaurant	3	ksf
Office   Medical Office	105.229	ksf

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 3

Project Address: 34.064973, -118.372017



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.750	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
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	105.229	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

Project and Analysis Overview

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 3

Project Address: 34.064973, -118.372017



Version 1.3

Other	0	Trips
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# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 3

Project Address: 34.064973, -118.372017



Version 1.3

Analysis Results			
Total Employees: 329			
Total Population: 0			
Proposed Project		With Mitigation	
2,581	Daily Vehicle Trips	2,581	Daily Vehicle Trips
18,352	Daily VMT	18,352	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
7.5	Work VMT per Employee	7.5	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 3

Project Address: 34.064973, -118.372017



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	100	100
		Actual parking provision (spaces)	75	75
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 3

Project Address: 34.064973, -118.372017



Version 1.3

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 (%)	100%	100%
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 3

Project Address: 34.064973, -118.372017



Version 1.3

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
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	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)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 3

Project Address: 34.064973, -118.372017



Version 1.3

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 5, 2020  
 Project Name: 656 San Vicente MOB  
 Project Scenario: Alternative 3  
 Project Address: 34.064973, -118.372017



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	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	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	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%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 5, 2020  
 Project Name: 656 San Vicente MOB  
 Project Scenario: Alternative 3  
 Project Address: 34.064973, -118.372017



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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%	
	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%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	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

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	13%
<b>MAX. TDM EFFECT</b>		17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%

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

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 3

Project Address: 34.064973, -118.372017



Version 1.3

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	6.3	0	0
Home Based Other Production	0	0.0%	0	5.0	0	0
Non-Home Based Other Production	763	-9.3%	692	6.7	5,112	4,636
Home-Based Work Attraction	477	-26.4%	351	8.4	4,007	2,948
Home-Based Other Attraction	2,123	-36.1%	1,357	7.2	15,286	9,770
Non-Home Based Other Attraction	763	-9.4%	691	6.7	5,112	4,630

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-16.5%	0	0	-16.5%	0	0
Home Based Other Production	-16.5%	0	0	-16.5%	0	0
Non-Home Based Other Production	-16.5%	578	3,870	-16.5%	578	3,870
Home-Based Work Attraction	-16.5%	293	2,461	-16.5%	293	2,461
Home-Based Other Attraction	-16.5%	1,133	8,156	-16.5%	1,133	8,156
Non-Home Based Other Attraction	-16.5%	577	3,865	-16.5%	577	3,865

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 329

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	2,461	2,461
Total Home Based VMT Per Capita	0.0	0.0
Total Work Based VMT Per Employee	7.5	7.5

## VMT Calculator User Agreement

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

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

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

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

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

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

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



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

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

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

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

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

You, the User	
By:	_____
Print Name:	_____
Title:	_____
Company:	_____
Address:	_____
Phone:	_____
Email Address:	_____
Date:	_____

***Attachment C***

***Alternative 4  
VMT Calculator Analysis Worksheets***

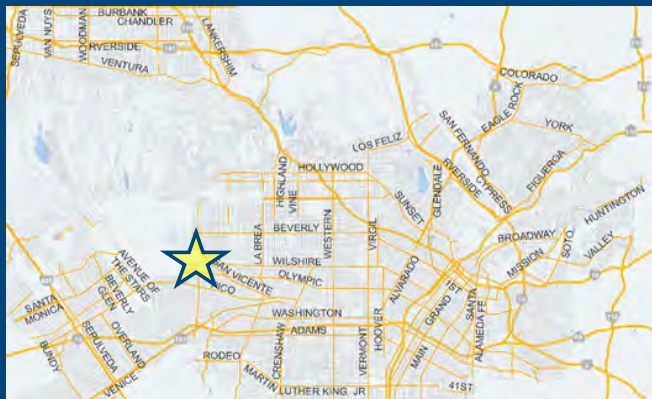
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

## Project Information

Project: 656 San Vicente MOB  
 Scenario: Alternative 4  
 Address: 34.064973, -118.372017



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
School   Private School (K-12)	20	Students
Retail   General Retail	8.225	ksf
School   Private School (K-12)	20	Students

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Proposed Project Land Use

Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant	4	ksf
Housing   Multi-Family	80	DU
Retail   General Retail	1	ksf
Retail   High-Turnover Sit-Down Restaurant	4	ksf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Project Screening Summary

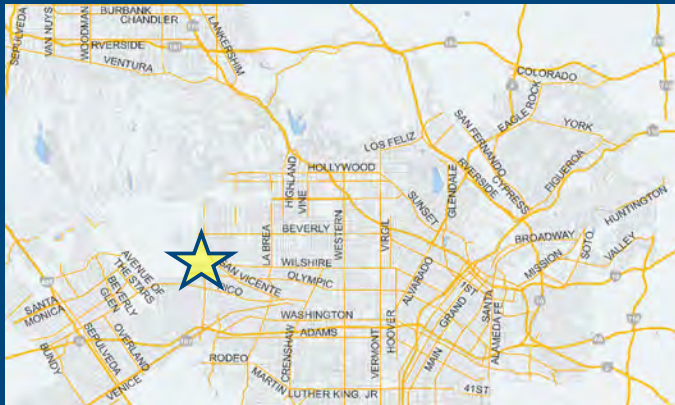
Existing Land Use	Proposed Project
303 Daily Vehicle Trips	638 Daily Vehicle Trips
2,132 Daily VMT	4,173 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	335 Net Daily Trips
The net increase in daily VMT ≤ 0	2,041 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	5.000 ksf
<b>The proposed project is required to perform VMT analysis.</b>	

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



## Project Information

Project: 656 San Vicente MOB  
 Scenario: Alternative 4  
 Address: 34.064973, -118.372017



## 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 No  
 With Mitigation No

**A** **Parking**

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

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

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

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

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

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
<b>638</b> Daily Vehicle Trips	<b>638</b> Daily Vehicle Trips
<b>4,173</b> Daily VMT	<b>4,173</b> Daily VMT
<b>5.3</b> Household VMT per Capita	<b>5.3</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: N/A</b> Threshold = 7.6 15% Below APC	<b>Work: N/A</b> Threshold = 7.6 15% Below APC

Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	80	DU
Retail   General Retail	1	ksf
Retail   High-Turnover Sit-Down Restaurant	4	ksf

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 4

Project Address: 34.064973, -118.372017



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	80	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	1.000	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	4.000	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

Project and Analysis Overview

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 4

Project Address: 34.064973, -118.372017



Version 1.3

Other	0	Trips
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# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 4

Project Address: 34.064973, -118.372017



Version 1.3

Analysis Results			
Total Employees: 18			
Total Population: 180			
Proposed Project		With Mitigation	
638	Daily Vehicle Trips	638	Daily Vehicle Trips
4,173	Daily VMT	4,173	Daily VMT
5.3	Household VMT per Capita	5.3	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 4

Project Address: 34.064973, -118.372017



Version 1.3

TDM Strategy Inputs			
Strategy Type	Description	Proposed Project	Mitigations
Parking	City code parking provision (spaces)	0	0
	Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0
	Parking cash-out	Employees eligible (%)	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00
		Employees subject to priced parking (%)	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0
(cont. on following page)			



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 4

Project Address: 34.064973, -118.372017



Version 1.3

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)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 4

Project Address: 34.064973, -118.372017



Version 1.3

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
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	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)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 4

Project Address: 34.064973, -118.372017



Version 1.3

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: October 5, 2020  
 Project Name: 656 San Vicente MOB  
 Project Scenario: Alternative 4  
 Project Address: 34.064973, -118.372017



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
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%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 5, 2020  
 Project Name: 656 San Vicente MOB  
 Project Scenario: Alternative 4  
 Project Address: 34.064973, -118.372017



Version 1.3

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	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

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>MAX. TDM EFFECT</b>		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 5, 2020

Project Name: 656 San Vicente MOB

Project Scenario: Alternative 4

Project Address: 34.064973, -118.372017



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	72	-18.1%	59	6.3	454	372
Home Based Other Production	199	-40.7%	118	5.0	995	590
Non-Home Based Other Production	176	-8.0%	162	6.7	1,179	1,085
Home-Based Work Attraction	26	-30.8%	18	8.4	218	151
Home-Based Other Attraction	286	-35.7%	184	7.2	2,059	1,325
Non-Home Based Other Attraction	106	-8.5%	97	6.7	710	650

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	59	372	0.0%	59	372
Home Based Other Production	0.0%	118	590	0.0%	118	590
Non-Home Based Other Production	0.0%	162	1,085	0.0%	162	1,085
Home-Based Work Attraction	0.0%	18	151	0.0%	18	151
Home-Based Other Attraction	0.0%	184	1,325	0.0%	184	1,325
Non-Home Based Other Attraction	0.0%	97	650	0.0%	97	650

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 180

Total Employees: 18

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>962</b>	<b>962</b>
<i>Total Home Based Work Attraction VMT</i>	<b>151</b>	<b>151</b>
<i>Total Home Based VMT Per Capita</i>	<b>5.3</b>	<b>5.3</b>
<i>Total Work Based VMT Per Employee</i>	<b>N/A</b>	<b>N/A</b>

## VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User	
By:	_____
Print Name:	_____
Title:	_____
Company:	_____
Address:	_____
Phone:	_____
Email Address:	_____
Date:	_____