Appendix K

Traffic Assessment

MEMORANDUM

To:	Eileen Hunt Los Angeles Department of Transportation	Date:	May 24, 2021
From:	David S. Shender, P.E. Jason A. Shender Linscott, Law & Greenspan, Engineers	LLG Ref:	5-20-0534-1
Subject:	**The Stanley – Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment 6435 Wilshire Boulevard**		

LINSCOTT LAW & GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
20931 Burbank Boulevard
Suite C
Woodland Hills, CA 91367
818.835.8648 T
818.835.8649 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a trip generation and Vehicle Miles Traveled (VMT) screening assessment for The Stanley project (the "Project) located at 6435 Wilshire Boulevard in the City of Los Angeles (the "Project Site). The trip generation and VMT screening assessment includes a comparison of potential traffic generation between the Project and the prior use on the Project Site.

Briefly, it is concluded that the Project is expected to generate three (3) net new vehicle trips (-9 inbound trips and 12 outbound trips) during the weekday AM peak hour when compared to the prior use. During the weekday PM peak hour, the Project is expected to generate seven (7) net new vehicle trips (5 inbound and 2 outbound) when compared to the prior use.

Using the most recent version (Version 1.3) of the City of Los Angeles (the "City)" VMT Calculator, over a 24-hour period, the Project is forecast to result in 150 net new daily trip ends during a typical weekday when compared with the prior use on the Project Site. Per the *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*[1], July 2020 (TAG), as the Project is expected to generate less than 250 net new daily vehicle trips, it is concluded that no further analysis is required for purposes of satisfying the requirements of the California Environmental Quality Act (CEQA).

This trip generation and VMT screening assessment provides: 1) a description of the existing setting; 2) a description of the proposed Project; 3) a summary of the prior use and proposed Project trip generation forecasts; 4) a comparison of the subject trip generation forecasts; and 5) a VMT screening assessment for the proposed Project.

Existing Setting

The Project Site is located at 6435 Wilshire Boulevard in the Wilshire Community Plan Area of the City. The Project Site is generally bounded by multi-family residential dwelling units to the north, Wilshire Boulevard to the south, the Jewish

[1] *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines,* LADOT, July 2020.

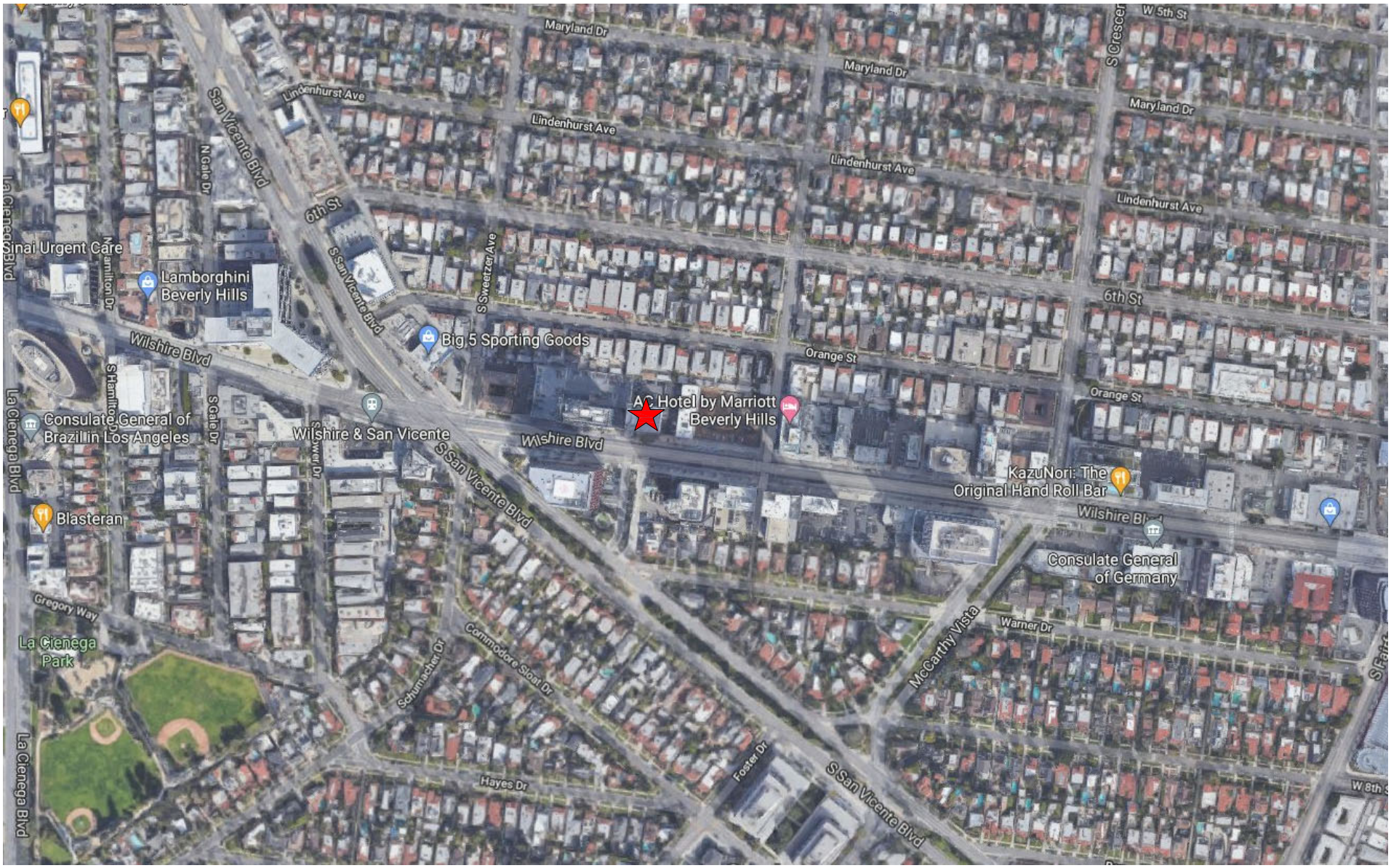
Federation Goldsmith Center to the west, and an office building and associated surface parking lot to the east. The Project Site and general vicinity are shown in ***Figure 1***. An aerial photograph of the Project Site is displayed in ***Figure 2***.

The Project Site comprises approximately 0.41 acre and is currently improved with a four-story building providing 40,880 square feet of floor area. The existing building on the Project Site was formerly occupied by the Los Angeles ORT College (the "College"). The College ceased enrollment of new students on January 31, 2020, and permanently vacated the building in December 2020. While operational, the College had an approximate enrollment of 200 students and 40 total employees. Parking for the existing building is provided within an on-site parking garage located at the rear of the property.

Per Section 3.3 of the TAG, an existing use trip generation credit may be applied to a project to account for the vehicle trips generated by the existing use(s) if the existing use has been occupied for at least six consecutive months within the past two years. As the College was fully operational prior to ceasing enrollment on January 31, 2020, a trip generation credit for the College is appropriate for purposes of forecasting the net new Project trip generation.

The Project Site is located within a Transit Priority Area (TPA) as determined by the Southern California Association of Governments (SCAG) and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Wilshire Boulevard, San Vicente Boulevard, and other nearby streets. Transit service in the Project vicinity is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Antelope Valley Transit Authority (AVTA). A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 1***.

It is noted that construction of the Metro Purple Line Extension Transit Project (PLE) is ongoing in the vicinity of the Project Site. Section 1 of the PLE includes stations at the La Cienega / Wilshire Boulevard and Fairfax Avenue / Wilshire Boulevard intersections, located approximately 0.4 mile west and 0.5 mile east of the Project Site, respectively. Metro currently estimates service on the Section 1 segment of the Purple Line will begin in 2023. Accordingly, it is reasonable to anticipate that future residents of the Project will utilize the Purple Line when it becomes operational. This anticipated transit usage would reduce the number of vehicle trips generated by the Project.



MAP SOURCE: GOOGLE MAPS
PROJECT SITE

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NOT TO SCALE

FIGURE 1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

THE STANLEY

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MAP SOURCE: GOOGLE MAPS

PROJECT SITE

FIGURE 2
PROJECT SITE AERIAL

LINSCOTT, LAW & GREENSPAN, engineers

THE STANLEY

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Table 1
EXISTING PUBLIC TRANSIT ROUTES [1]

28-Apr-21

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 20	Downtown Los Angeles to Santa Monica (via Wilshire Boulevard)	Wilshire Boulevard	EB WB	4 4	5 5
Metro 28	Downtown Los Angeles to Century City (via Olympic Boulevard)	Olympic Boulevard	EB WB	6 7	6 6
Metro 30	Downtown Los Angeles to West Hollywood (via San Vicente Boulevard, Pico Boulevard, and East 1st Street)	Wilshire Boulevard	EB WB	2 1	1 2
Metro 105	West Hollywood to Vernon (via La Cienega Boulevard and Vernon Avenue)	La Cienega Boulevard	NB SB	6 6	6 6
Metro 217	Hollywood to Howard Hughes Center (via Hollywood Boulevard, Fairfax Avenue, and La Cienega Boulevard)	Fairfax Avenue	NB SB	2 2	4 4
Metro Rapid 720	Commerce to Santa Monica (via Wilshire Boulevard)	Wilshire Boulevard	EB WB	5 6	6 5
Metro Rapid 780	Pasadena to Mid City (via Hollywood Boulevard and Fairfax Avenue)	Fairfax Avenue	NB SB	3 3	4 3
AVTA 786	Lancaster to West Los Angeles (via Wilshire Boulevard)	Wilshire Boulevard	NB SB	0 3	1 0
			Total	**60**	**64**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2021.
Antelope Valley Transit Authority (AVTA) website, 2021.

Project Description

The Project proposes to remove the existing four-story building to accommodate the construction of an eight-story residential building providing 61 market-rate residential apartment dwelling units and seven (7) affordable housing dwelling units. In addition to the 68 total dwelling units, the Project consists of a residential lobby, leasing center, fitness room, landscaped courtyard podium deck, and a landscaped roof deck and adjoining resident lounge. Parking for the Project will be provided within an on-site parking garage. The on-site parking garage will provide a total of 87 parking spaces within four total levels: two subterranean levels, one at-grade level, and one above-grade level. Additionally, the Project will provide 54 long-term and six (6) short-term bicycle parking spaces. Construction and occupancy of the Project is proposed to be completed by the year 2025. The site plan for the Project is shown in ***Figure 3***.

Access to the Project will be provided via one driveway along the north side of Wilshire Boulevard. The Project driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements will be permitted).

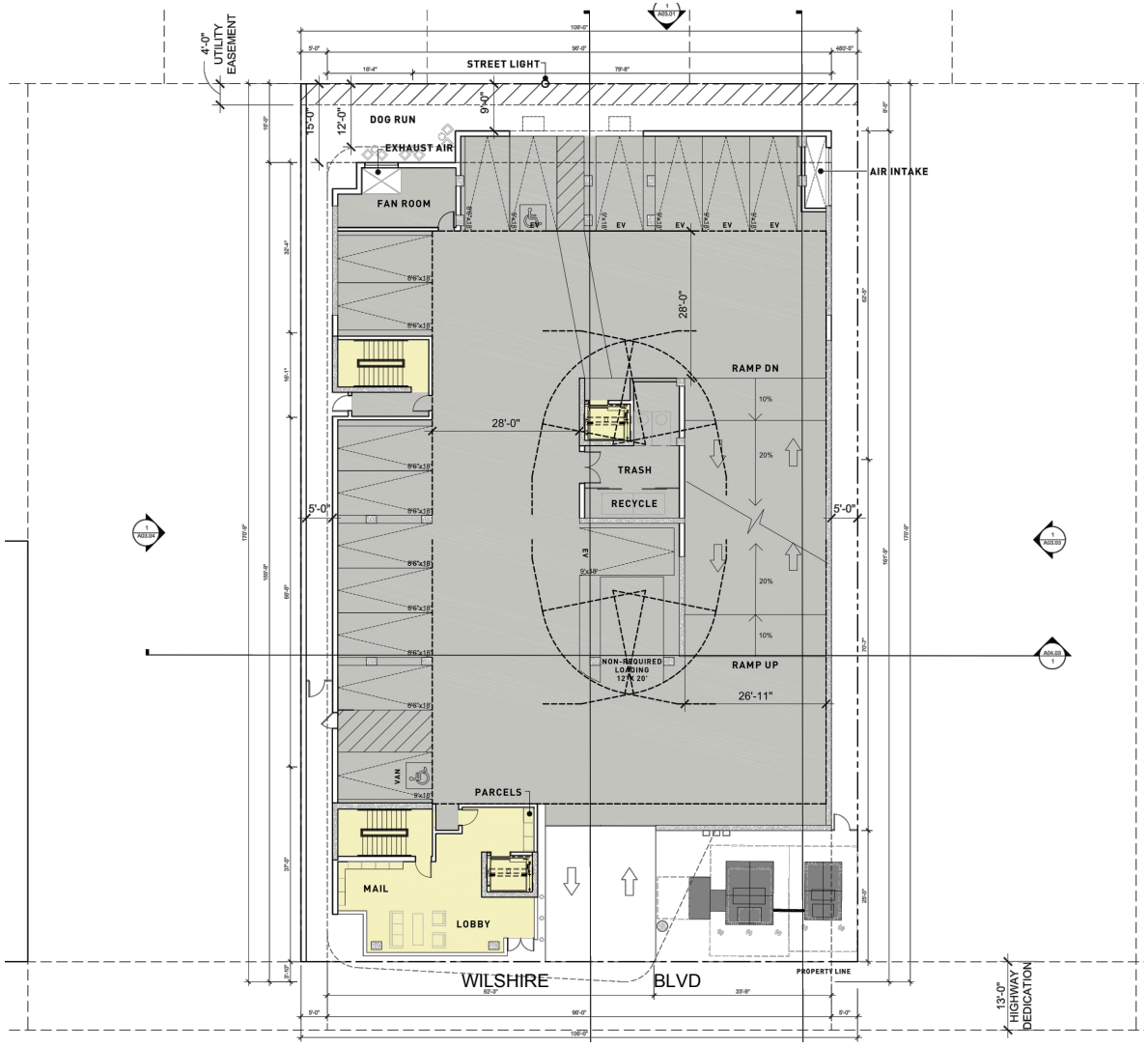
Project Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[2] and the affordable housing trip rates published in Table 3.3-2 of the TAG. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Apartments: ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the market-rate residential apartment component of the Project.

- Affordable Housing: LADOT Affordable Housing (Family) trip generation average rates were used to forecast the traffic volumes expected to be generated by the affordable housing component of the Project.

[2] Institute of Transportation Engineers, *Trip Generation Manual,* 10th Edition, Washington, D.C., 2017.



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SOURCE: STUDIO ONE ELEVEN

FIGURE 3
PROJECT SITE PLAN
GROUND FLOOR PLAN

LINSCOTT, LAW & GREENSPAN, engineers

THE STANLEY

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In addition to the trip generation forecasts for the proposed Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project site access points), an adjustment was made to the trip generation forecast based on the Project Site's existing land use. The existing land use includes the College, which when operational, had an estimated enrollment of 200 students. Trips associated with the College will be subtracted from the projected Project trips to account for the existing environmental condition. ITE Land Use Code 540 Junior/Community College) trip generation average rates were used to estimate the trip reduction related to the College.

Lastly, a forecast was also made of the transit trips that will be generated by the Project in lieu of trips by the private automobile. The Project Site is within a TPA as determined by SCAG and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Wilshire Boulevard, San Vicente Boulevard, and other nearby streets. A transit adjustment of 10 percent (10%) has been utilized, consistent with guidance provided in the TAG.

As discussed previously, construction of the Metro PLE is ongoing in the vicinity of the Project Site. Metro currently estimates service on the Section 1 segment of the Purple Line will begin in 2023. Accordingly, it is reasonable to anticipate that future residents of the Project will utilize the Purple Line when it becomes operational. This anticipated transit usage would reduce the number of vehicle trips generated by the Project. Even though operation of the Purple Line's Section 1 is scheduled to occur two years prior to the occupancy of the Project, this trip generation assessment conservatively does not include any reductions in the potential Project-related vehicle trip generation that would likely occur due Project residents utilizing the newly constructed PLE.

The weekday AM and PM peak hour trip generation forecast for the Project is summarized in ***Table 2***. As presented in *Table 2*, the Project is expected to generate 3 net new vehicle trips (-9 inbound trips and 12 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 7 net new vehicle trips (5 inbound trips and 2 outbound trips).

Project Vehicle Miles Traveled (VMT) Analysis Screening

The Los Angeles Department of City Planning (LADCP) and LADOT updated the Transportation Section of the City's CEQA Thresholds Guide to comply with and implement Senate Bill 743 (SB 743). On September 27, 2013, Governor Brown signed SB 743. Under SB 743, the focus of transportation analysis pursuant to CEQA shifts from driver delay, or Level of Service (LOS), to reduction in VMT, reduction in greenhouse gas (GHG) emissions, creation of multimodal networks, and promotion

Table 2
PROJECT TRIP GENERATION [1]

27-Apr-21

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments [3]	61 DU	6	16	22	16	11	27
Affordable Housing [4]	7 DU	2	2	4	2	1	3
Subtotal		8	18	26	18	12	30
Transit Trips [5]							
Apartments (10%)		(1)	(2)	(3)	(2)	(1)	(3)
Subtotal		(1)	(2)	(3)	(2)	(1)	(3)
Subtotal Project Driveway Trips		**7**	**16**	**23**	**16**	**11**	**27**
Existing Site							
Junior College [6]	(200) Students	(18)	(4)	(22)	(12)	(10)	(22)
Subtotal		(18)	(4)	(22)	(12)	(10)	(22)
Existing Transit Trips [5]							
Junior College (10%)		2	0	2	1	1	2
Subtotal		2	0	2	1	1	2
Subtotal Existing Driveway Trips		**(16)**	**(4)**	**(20)**	**(11)**	**(9)**	**(20)**
NET INCREASE DRIVEWAY TRIPS		**(9)**	**12**	**3**	**5**	**2**	**7**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- Daily Trip Rate: 4.16 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

[5] The transit reduction is based on the Project Site's proximity to Metro Rapid bus stops, and various bus lines, as well as the land use characteristics of the Project.
[6] ITE Land Use Code 540 (Junior/Community College) trip generation average rates.
- Daily Trip Rate: 1.15 trips/student; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.11 trips/student; 81% inbound/19% outbound
- PM Peak Hour Trip Rate: 0.11 trips/student; 56% inbound/44% outbound

of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB 743 with a target implementation date of July 1, 2020. City staff presented the CEQA Appendix G environmental checklist update to the City Council, which led to the adoption of new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide. In the course of this update, LADOT has developed a VMT Calculator tool to "screen" projects to determine if a VMT analysis is required, and if so, then to estimate project specific daily household VMT per capita and daily work VMT per employee for land use development projects. This tool is intended to be used for the development projects within the City, and the VMT methodology is tailored to the TAG.

A copy of the completed VMT screening analysis worksheet is contained in ***Appendix A***. Based on the results using the City's VMT Calculator, a formal VMT assessment is not required to be performed as the Project's forecast net new daily vehicle trips (i.e., 150 net new daily vehicle trips) does not exceed the daily trip threshold of 250 net new daily vehicle trips established as the screening criteria in the TAG. Accordingly, it can be presumed the Project's transportation impacts related to VMT are less than significant.

Furthermore, an analysis of the Project's VMT assuming no prior use credit has been prepared utilizing the City's VMT Calculator tool. Copies of the detailed VMT Calculator worksheets for the Project, assuming no prior use credit, are contained in ***Appendix B***. The analysis of the Project by VMT Calculator assuming no prior use credit produces the following results:

- The Project is estimated to generate a total of 296 daily vehicle trips.

- The estimated Daily Household VMT per Capita for the Project is 5.2 Daily Household VMT per Capita, which is less than the Central Area Planning Commission (APC) significance threshold of 6.0 Daily Household VMT per Capita.

Thus, based on the analysis above, the Project, assuming no prior use credit, is not expected to result in a significant VMT impact. Therefore, no mitigation is necessary as it relates to VMT.

Summary

This memorandum provides a trip generation and VMT screening assessment for The Stanley project located at 6435 Wilshire Boulevard in the City of Los Angeles. The conclusions of the trip generation and VMT screening assessment are as follows:

- The Project is forecast to generate 3 net new AM peak hour trips, and 7 net new PM peak hour trips during a typical weekday.

- Based on the above net new daily vehicle trip generation forecast, it is concluded that no further analysis is required as the Project is expected to generate less than 250 net new daily vehicle trips.

- Because the Project's daily vehicle trip generation forecast fall below LADOT's threshold for conducting a VMT analysis, it can be concluded that the Project's transportation impacts related to VMT are less than significant.

- In an analysis without consideration of the prior use credit, the Project's estimated Daily Household VMT per Capita is 5.2 Daily Household VMT per Capita, which is less than the Central APC significance threshold of 6.0 Daily Household VMT per Capita. Accordingly, the Project's VMT impact would be less than significant under the analysis scenario that does not consider a prior use credit.

cc: File

APPENDIX A

LADOT VMT CALCULATOR SCREENING OUTPUT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

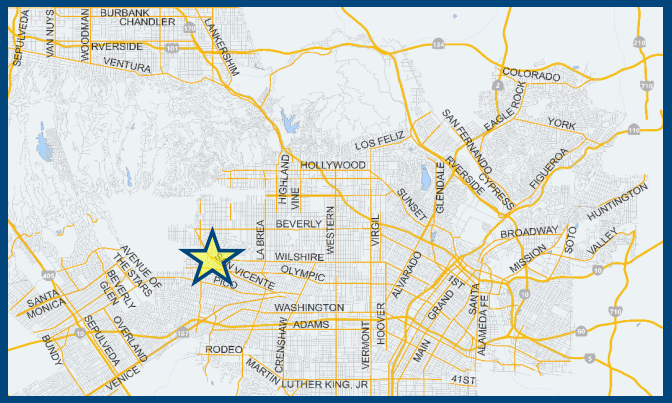
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: The Stanley

Scenario: Proposed Project

Address: 6435 W WILSHIRE BLVD, 90048



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU
(custom) Junior College | Daily	207	Trips
(custom) Junior College | HBW-Attraction Split	21	Percent
(custom) Junior College | HBO-Attraction Split	65	Percent
(custom) Junior College | NHB-Attraction Split	7	Percent
(custom) Junior College | HBW-Production Spl	0	Percent
(custom) Junior College | HBO-Production Spli	0	Percent
(custom) Junior College | NHB-Production Spli	7	Percent
(custom) Junior College | Daily	0	Residents
(custom) Junior College | Daily	40	Employees
(custom) Junior College | Daily	Non-Retai	Retail/Non-R

☑ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	7	DU
Housing | Multi-Family	61	DU
Housing | Affordable Housing - Family	7	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
146 Daily Vehicle Trips	296 Daily Vehicle Trips
1,093 Daily VMT	1,872 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	150 Net Daily Trips
The net increase in daily VMT ≤ 0	779 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

4/28/2021

APPENDIX B

LADOT VMT CALCULATOR OUTPUT
NO PRIOR USE CREDIT SCENARIO

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

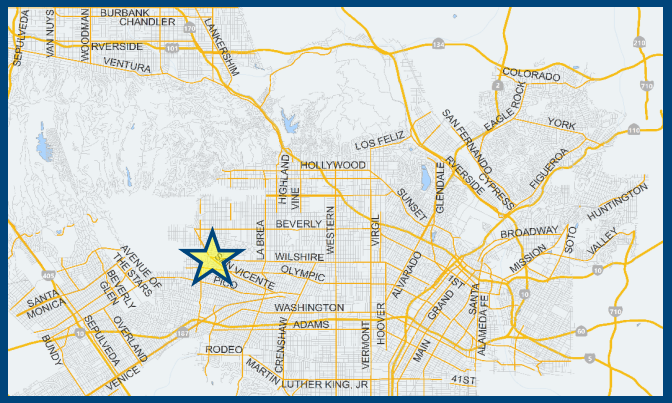
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: The Stanley

Scenario: Proposed Project (No Prior Use Credit)

Address: 6435 W WILSHIRE BLVD, 90048



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	7	DU
Housing | Multi-Family	61	DU
Housing | Affordable Housing - Family	7	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	296 Daily Vehicle Trips
0 Daily VMT	1,872 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	296 Net Daily Trips
The net increase in daily VMT ≤ 0	1,872 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

5/10/2021

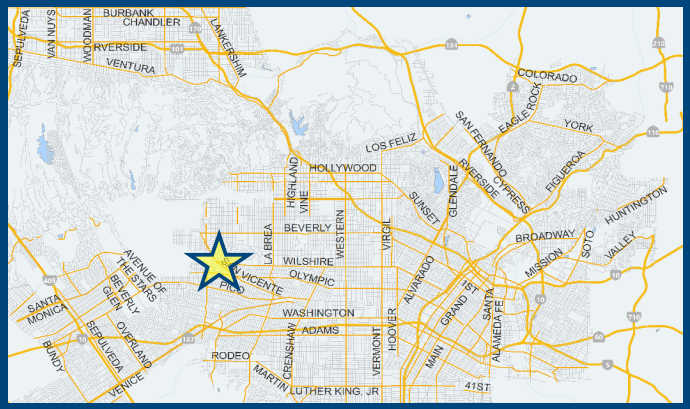
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: The Stanley

Scenario: Proposed Project (No Prior Use Credit)

Address: 6435 W WILSHIRE BLVD, 90048



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	61	DU
Housing | Affordable Housing - Family	7	DU

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
296 Daily Vehicle Trips	**296** Daily Vehicle Trips
1,872 Daily VMT	**1,872** Daily VMT
5.2 Household VMT per Capita	**5.2** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

5/10/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 10, 2021
Project Name: The Stanley
Project Scenario: Proposed Project (No Prior Use Credit)
Project Address: 6435 W WILSHIRE BLVD, 90048

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	61	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	7	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 10, 2021
Project Name: The Stanley
Project Scenario: Proposed Project (No Prior Use Credit)
Project Address: 6435 W WILSHIRE BLVD, 90048

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 159			
Proposed Project		***With Mitigation***	
296	**Daily Vehicle Trips**	**296**	**Daily Vehicle Trips**
1,872	**Daily VMT**	**1,872**	**Daily VMT**
5.2	**Household VMT per Capita**	**5.2**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 10, 2021
Project Name: The Stanley
Project Scenario: Proposed Project (No Prior Use Credit)
Project Address: 6435 W WILSHIRE BLVD, 90048

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: May 10, 2021
Project Name: The Stanley
Project Scenario: Proposed Project (No Prior Use Credit)
Project Address: 6435 W WILSHIRE BLVD, 90048

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	61	-16.4%	51	6.3	384	321
Home Based Other Production	168	-40.5%	100	5.1	857	510
Non-Home Based Other Production	78	-3.8%	75	7.1	554	533
Home-Based Work Attraction	0	0.0%	0	8.3	0	0
Home-Based Other Attraction	80	-35.0%	52	7.3	584	380
Non-Home Based Other Attraction	19	-5.3%	18	7.1	135	128

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	51	321	0.0%	51	321
Home Based Other Production	0.0%	100	510	0.0%	100	510
Non-Home Based Other Production	0.0%	75	533	0.0%	75	533
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	52	380	0.0%	52	380
Non-Home Based Other Attraction	0.0%	18	128	0.0%	18	128

MXD VMT Methodology Per Capita & Per Employee

Total Population: 159
Total Employees: 0
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**831**	**831**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**5.2**	**5.2**
Total Work Based VMT Per Employee	**N/A**	**N/A**

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:	Jason Shender
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	5/10/2021