

MEMORANDUM

To: Vicente Cordero
Los Angeles Department of Transportation

Date: April 16, 2020

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LLG Ref: 5-16-0248-1

Subject: **Traffic Analysis Addendum – 20401 Ventura Boulevard Hotel Project**

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide an addendum traffic analysis for the proposed hotel project (“the Project”) located at 20401 Ventura Boulevard in the Woodland Hills area of the City of Los Angeles, California (the “City”). LLG previously prepared the traffic assessment dated August 18, 2016 (the “approved traffic assessment”) for this Project based on the Los Angeles Department of Transportation (LADOT) *Transportation Impact Study Guidelines*, December 2016 (the “2016 Guidelines”). The findings of the approved traffic assessment were confirmed based on the LADOT traffic assessment letter dated August 22, 2016. The approved traffic assessment concluded that based on the 2016 Guidelines, the Project would not create a significant impact at any of the two study intersections analyzed in the approved traffic assessment.

It is noted that the approved traffic assessment evaluated a development description for the Project consisting of 200 hotel guestrooms, plus ancillary meeting room space and dining facilities. The Project has now been reduced to provide 149 guestrooms. The site plan for the revised Project is illustrated in the attached **Figure 1**. Similar to the Project evaluated in the approved traffic assessment, vehicular access is proposed via two driveways on Ventura Boulevard.

In September 2013, the Governor’s Office signed Senate Bill (SB) 743, starting a process that fundamentally changes the way transportation impact analysis is conducted under the California Environmental Quality Act. Within the State’s CEQA Guidelines, these changes include the elimination of auto delay, Level of Service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts. SB 743 identifies Vehicle Miles Traveled (VMT) as the most appropriate CEQA transportation metric, along with the elimination of Auto Delay/LOS for CEQA purposes statewide.

The City formally adopted VMT as the criteria in determining transportation impacts on July 30, 2019. In conjunction with the adoption of VMT, the *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*¹ (the “TAG”) were formally adopted. Further, LADOT issued a memorandum dated August 9, 2019 stating that while traffic studies prepared and approved under the

¹ *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*, LADOT, July 2019.

2016 Guidelines will still be honored, it recommends that these projects also evaluate VMT (Threshold T-2.1 of the TAG) as part of their transportation analysis.

In addition to a VMT analysis, LADOT has requested that an evaluation of the Project's consistency with adopted plans and policies (Threshold T-1 of the TAG) and the potential increase of hazards due to a geometric design features (Threshold T-3 of the TAG). Accordingly, this addendum provides the CEQA Analysis of Transportation Impacts as stated in the TAG.

Table 1 provides the trip generation forecast for the current Project. It is noted that the calculation provided in *Table 1* incorporates the net trip generation effects of the proposed hotel as compared to the prior standalone restaurant use on the site. As the number of hotel guestrooms has been reduced as compared to the development evaluated in the approved traffic assessment, the relative traffic effects of the current Project would be even less as compared to the analysis of the Project provided in the approved traffic assessment under the 2016 Guidelines.

Consistency with Adopted Plans and Policies (Threshold T-1)

The City of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements for proposed developments should be consistent with the City's transportation goals and policies.

Proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

Screening Criteria

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- Would the project generate a net increase of 250 or more daily vehicle trips?
 - No, the Project will not generate a net increase of 250 or more daily vehicle trips. The net daily vehicle trips were forecast using the Screening Tab contained within Version 1.2 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the Project are contained in *Appendix A*. As indicated on the Screening Tab of the VMT Calculator (Page 1), the Project would generate -32 net new daily vehicle trips.
- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
 - Yes, the Project is proposing to shift the existing driveways along Ventura Boulevard. Specifically, the easterly driveway will be shifted approximately 15 feet to the east from its current location, and the westerly driveway will be shifted approximately 30 feet to the west from its current location.
- Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?
 - Yes, the Project Site comprises of approximately 1.23 acres. The Project's frontage along Ventura Boulevard, which is designated as a Boulevard II Scenic, is approximately 300 linear feet.

As the answer is yes to two of the screening criteria questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies.

Impact Criteria and Methodology

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for conflicts with plans, programs, ordinances, or policies (referred to a Threshold T-1) is defined as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether or not it would implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies. This determination may require consultation with the City's Department of City Planning (LADCP) and LADOT.

The methodology for determining project impacts associated with conflicts with plans, programs, ordinances, or policies is defined per the City's TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on pages 10 and 11) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. A specific list of questions (refer to Table 2.1-2 on pages 12 through 14 of the TAG) shall be answered in order to help guide whether the project conflicts with City circulation system policies. A "yes" or "no" answer to these questions does not determine a conflict. Rather, as indicated in the list of questions (i.e., Table 2.1-2 of the TAG), the Project Applicant shall review relevant policies and programs corresponding to the questions to assess whether the Project precludes the City's implementation of any adopted policy and/or program.
- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in the Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

The analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the

proposed project in combination with other development projects in the study area. In addition, the cumulative analysis should also consider planned transportation system improvements within the study area as identified in consultation with LADOT.

Review of Project Consistency

This section provides a summary of the consistency review comparing the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City's adopted plans and policies. **Table 2** summarizes the City's guiding questions contained in the TAG (TAG Table 2.1-1), the responses applicable to the Project, the relevant and supporting City plans, policies and programs, as well as the determination of whether or not the Project is consistent with the corresponding City plans, programs, ordinances or policies. As shown in *Table 2*, the Project has been found to be consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of "less than significant" can be made for the Project. Further, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the City of Los Angeles Municipal Code Section 12.26.J) and other requirements pursuant to the City's Municipal Code.

Review of Cumulative Consistency

This section requires consultation and confirmation with City of Los Angeles Department of Planning and Transportation (i.e., with LADCP and LADOT). Based on the above Project consistency conclusion and review of the guiding language contained in the City's TAG, it can be concluded that this is sufficient documentation to demonstrate that there is also no cumulative inconsistency with the City's plans, policies, ordinances and programs, and therefore, the Project's cumulative impacts would be less than significant. In addition, since the Project does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

VMT Analysis (Threshold T-2.1)

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA Guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay

and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3, subdivision (b)(1) states the following:

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

The California Natural Resources Agency certified and adopted the CEQA Guidelines in December 2018, which are now in effect. Accordingly, the City of Los Angeles has adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use land or plan causes substantial vehicle miles traveled. The City has developed the following screening and impact criteria to address this question. The criteria below are based on the OPR technical advisory but reflects local considerations.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a “no impact” determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

For purposes of screening the daily vehicle trips, a proposed project’s daily vehicle trips should be estimated using the City’s VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project’s daily vehicle trips to determine the net increase in daily vehicle trips.

Summary of Project VMT Analysis

The net daily vehicle trips were forecast using the Screening Tab contained within Version 1.2 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the Project are contained in *Appendix A*. As indicated on the Screening Tab of the VMT Calculator (Page 1), the Project would generate -32 net new daily vehicle trips. As the Project will not generate a net increase of 250 or more daily vehicle trips, the answer is "no" to Threshold T2.1-1. Therefore a "no impact" determination can be made as it relates to the VMT analysis.

Summary of Cumulative VMT Analysis

As stated in the City's TAG document (refer to page 20 of the TAG), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

Based on the above Project-related VMT analysis and the conclusions reported in above (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated. Therefore, a "no impact" determination can be made as it relates to the Project's cumulative VMT impact.

Geometric Design (Threshold T-3)

As stated in the City's TAG document (refer to page 27 of the TAG), impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

Screening Criteria

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
 - Yes, the Project is proposing to shift the existing driveways along Ventura Boulevard. Specifically, the easterly driveway will be shifted approximately 15 feet to the east from its current location, and the westerly driveway will be shifted approximately 30 feet to the west from its current location. It is noted that the location of the Project driveways will be the same as existing conditions.
- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

As stated in the City's TAG document (refer to page 28 of the TAG), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or

Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the Los Angeles Municipal Code, though the project does propose dedications or physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the proposed project, the following answer is provided:

- Yes, the Project is proposing to shift the existing driveways along Ventura Boulevard. Specifically, the easterly driveway will be shifted approximately 15 feet to the east from its current location, and the westerly driveway will be shifted approximately 30 feet to the west from its current location. It should be noted that while the City's Bureau of Engineering (BOE) will make a final determination if any roadway dedications and/or widenings are required, based on the current street designation for Ventura Boulevard as a Boulevard II Scenic, it does not appear that any street dedications are required.

Impact Criteria and Methodology

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to as a Threshold T-3) is defined as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
 - No, the Project would not substantially increase hazards due to a geometric design feature.

Preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.

- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

For vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to page 28) indicate that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

Qualitative Review of Site Access Points

As the proposed Project driveway locations along Ventura Boulevard are similar to what exists under existing conditions, the distance between the two driveways will be slightly increased, and based on a review of the forecast net new weekday AM and PM peak hour Project traffic volumes (i.e., those traffic volumes are summarized in the approved traffic assessment), no safety concerns related to geometric design are noted. Therefore, it can be determined that the Project will not substantially increase hazards due to a geometric design feature or incompatible use, and a less than significant impact determination can be reached.

CEQA Transportation Measures

Transportation Demand Management

The Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code.

CEQA Transportation Summary

Based on the findings above, it can be determined that the Project will not conflict with City plans, policies, ordinances and programs, will not result in a significant VMT impact, and will not substantially increase hazards due to a geometric design feature. Therefore, a "less than significant" determination can be made as related to the CEQA analysis.

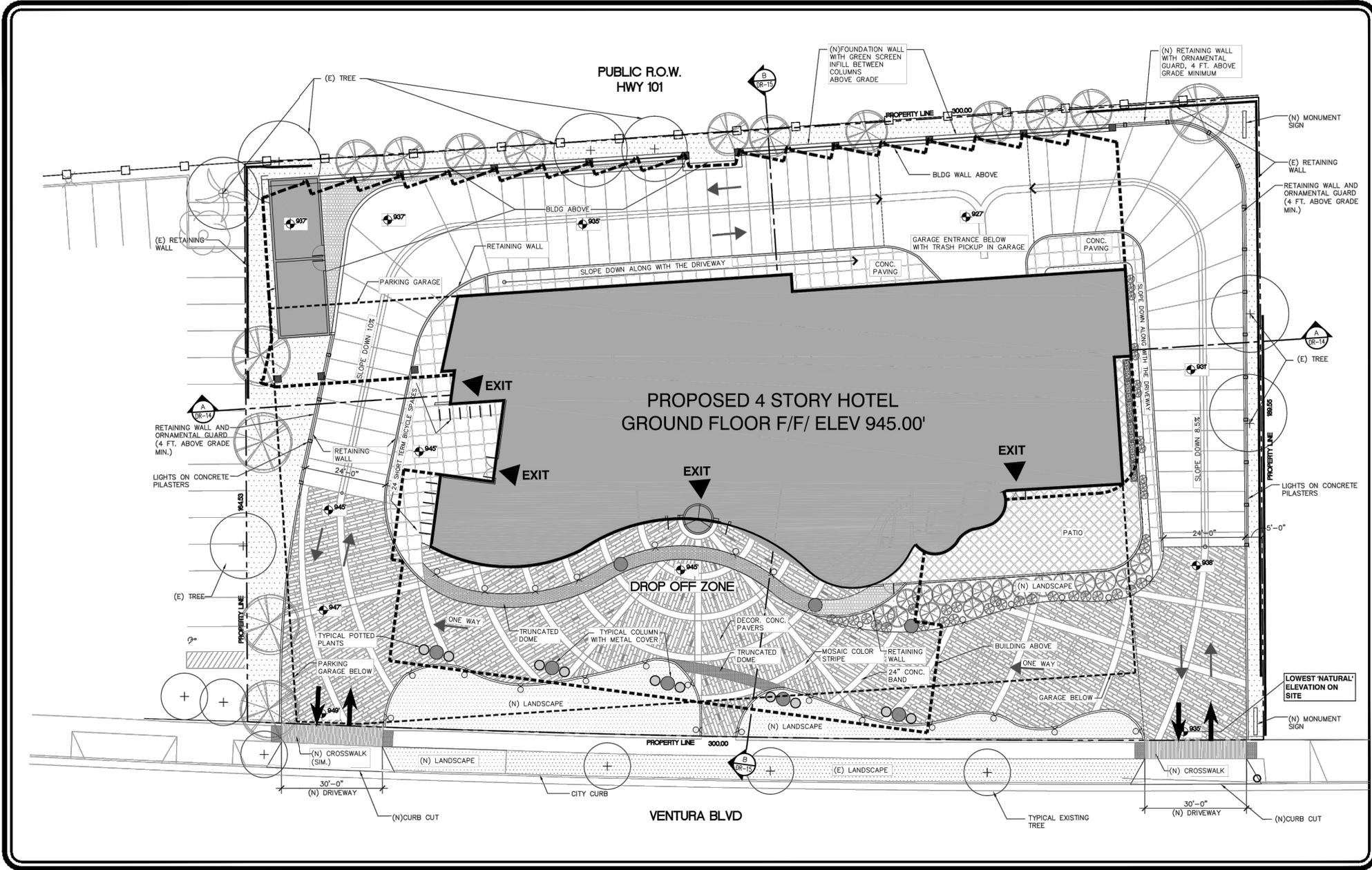
Conclusions

- *Project Description* – The approved traffic assessment evaluated a development description for the Project consisting of 200 hotel guestrooms, plus ancillary meeting room space and dining facilities. The Project has now been reduced to provide 149 guest rooms.
- *Project Trip Generation* – The Project is expected to generate -32 net new vehicle trips (-15 inbound trips and -17 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate -14 net new vehicle trips (-18 inbound trips and 4 outbound trips). When compared to the Project evaluated in the approved traffic assessment, the updated Project will generate 31 fewer vehicle trips during the AM peak hour and 56 fewer vehicle trips during the PM peak hour.
- *Traffic Analysis (2016 Guidelines)* – As the number of hotel guestrooms has been reduced as compared to the development evaluated in the approved traffic assessment, the relative traffic effects of the current Project would be even less as compared to the analysis of the Project provided in the approved traffic assessment under the 2016 Guidelines.

- *CEQA Analysis (TAG)*
 - *Project Consistency with Local Plans and Policies:* The Project has been found to be consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of “less than significant” can be made for the Project. Further, the Applicant will comply with existing applicable City ordinances (e.g., the City’s existing TDM Ordinance) and the other requirements pursuant to the City’s Municipal Code.
 - *VMT Analysis:* As the Project will not generate a net increase of 250 or more daily vehicle trips, a “no impact” determination can be made for the Project as it relates to VMT. Further, based on the Project-related VMT analysis and the conclusions reported herein (i.e., which conclude that the Project falls under the City’s efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG’s RTP/SCS), no cumulative VMT impacts are anticipated.
 - *Geometric Design Review:* As the proposed driveway locations are similar to what exists under existing conditions, the distance between the two driveways will be slightly increased, and based on a review of the forecast net new weekday AM and PM peak hour Project traffic volumes (i.e., those traffic volumes are summarized in the approved traffic assessment), no safety concerns have been noted related to geometric design, and a determination of “less than significant” can be made for the Project.
 - *CEQA Transportation Measures:* The Project will not result in a significant VMT impact. Therefore, no mitigation is necessary as it relates to VMT or geometric design. However, the Applicant will comply with existing applicable City ordinances (e.g., the City’s existing TDM Ordinance, referred to in the City of Los Angeles Municipal Code Section 12.26.J) and the other requirements per the City’s Municipal Code.

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MAP SOURCE: ARCHITECTURAL DIMENSIONS

NOT TO SCALE

FIGURE 1 PROJECT SITE PLAN

**Table 1
PROJECT TRIP GENERATION [1]**

15-Apr-20

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i> Hotel [3]	149 rooms	41	29	70	45	44	89
<i>Transit Trips [4]</i> Hotel (10%)		(4)	(3)	(7)	(5)	(4)	(9)
Subtotal Project Driveway Trips		37	26	63	40	40	80
<i>Existing Site</i> Restaurant [5]	(9,571) GSF	(52)	(43)	(95)	(58)	(36)	(94)
<i>Existing Transit Trips [4]</i> Restaurant (10%)		0	0	0	0	0	0
Subtotal Existing Driveway Trips		(52)	(43)	(95)	(58)	(36)	(94)
NET INCREASE DRIVEWAY TRIPS		(15)	(17)	(32)	(18)	4	(14)
<i>Existing Pass-By Trips [6]</i> Restaurant (20%)		0	0	0	0	0	0
NET INCREASE "OFF-SITE" TRIPS		(15)	(17)	(32)	(18)	4	(14)
NET INCREASE "OFF-SITE" TRIPS - ORIGINAL ANALYSIS		16	(17)	(1)	16	26	42
NET DIFFERENCE		(31)	0	(31)	(34)	(22)	(56)

[1] Source: ITE *Trip Generation Manual*, 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 310 (Hotel) trip generation average rates.
 - AM Peak Hour Trip Rate: 0.47 trips/rooms; 59% inbound/41% outbound
 - PM Peak Hour Trip Rate: 0.60 trips/rooms; 51% inbound/49% outbound

[4] The transit reduction is based on the site's proximity to a Metro Rapid bus stop and various bus lines as well as the land use characteristics of the project.

[5] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
 - AM Peak Hour Trip Rate: 9.94 trips/1,000 GSF of floor area; 55% inbound/45% outbound
 - PM Peak Hour Trip Rate: 9.77 trips/1,000 GSF of floor area; 62% inbound/38% outbound

[6] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the existing restaurant use on the Project Site based on the LADOT *Transportation Impact Study Guidelines*, December 2016 for high turnover restaurant.

**Table 2
PROJECT CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES**

13-Apr-20

NO.	GUIDING QUESTIONS	RESPONSE TO GUIDING QUESTIONS	DESCRIPTION	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	PROJECT CONSISTENCY?
EXISTING PLAN APPLICABILITY						
1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? (screening question)	NO	The Project Site has frontage directly along Ventura Boulevard, which is designated as a Boulevard II Scenic under the Mobility Plan 2035 Street Standards Plan. The Project Site has three zoning designations per the City of Los Angeles Municipal Code (LAMC): C2-1LD, C4-1LD, and P-1LD.	LAMC Section 12.37		YES
2	Is project site along any network identified in the City's Mobility Plan?	YES	Ventura Boulevard is identified within the Transit Enhanced Network, the Bicycle Enhanced Network, and as a Pedestrian Enhanced District.	MP 2.3 through 2.7		YES
3	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	NO		MP - Street Classifications; MP - Street Designations and Standard Roadway Dimensions	MP - 2.17 Street Widening	YES
4	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?	The Project will improve transit furniture as required.				YES
5	Is project site in an identified Transit Oriented Community (TOC)?	NO		MP - TEN; MP - PED; MP - BEN; TOC Guidelines		YES
6	Is project site on a roadway identified in City's High Injury Network?	NO	The Project Site has frontage directly along Ventura Boulevard. The section of Ventura Boulevard along which the Project Site is located is not identified in the City's High Injury Network.	Vision Zero	Mobility Plan 2035	YES
7	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	NO		MP - 2.1 Adaptive Reuse of Streets; MP - 2.10 Loading Areas; MP - 3.5 Multi-Modal Features; MP - 3.8 Bicycle Parking; MP - 4.13 Parking and Land Use Management; MP - 5.4 Clean Fuels and Vehicles	MP - 2.3 Pedestrian Infrastructure; MP - 2.4 Neighborhood Enhanced Network; MP - 3.2 People with Disabilities; MP - 4.1 New Technologies; MP 5.1 Sustainable Transportation; MP - 5.5 Green Streets	YES
8	Does project propose narrowing or shifting existing sidewalk placement?	NO		MP 2.3 Pedestrian Infrastructure; MP 3.1 - Access for All; MP - PED; MP - ENG 19; MP 2.17 Street Widening	Healthy LA; Vision Zero; Sustainability pLAn	YES
9	Does project propose paving, narrowing, shifting or removing an existing parkway?	NO		MP - 5.5 Green Streets; Sustainability pLAn		YES
10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	NO		MP - BEN; MP - 4.15 Public Hearing Process	Vision Zero	YES
11	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	NO		MP - 3.9 Increased Network Access; MP - ENG.9; MP - PL.1; MP - PL.13; MP - PS.3		YES
12	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	NO		MP - 3.10 Cul-de-sacs		YES

Table 2 (Continued)
PROJECT CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

NO.	GUIDING QUESTIONS	RESPONSE TO GUIDING QUESTIONS	DESCRIPTION	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	PROJECT CONSISTENCY?
<i>ACCESS: DRIVEWAYS AND LOADING</i>						
13	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	NO	The Project proposes to shift the existing easterly and westerly site driveways located along Ventura Boulevard. The easterly driveway will be shifted approximately 15 feet to the east from its current location, while the westerly driveway will be shifted approximately 30 feet to the west from its current location.	MP - PL.1; MP - PK.10, CDG 4.1.02	Vision Zero	YES
14	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	N/A		MP - PL.1; MPP 321	Vision Zero	N/A
15	Does project site include a corner lot? (avoid driveways too close to intersections)	NO		CDG 4.1.01		YES
16	Does project propose driveway width in excess of City standard?	NO	Per LADOT's Manual of Policies and Procedures, Section 321, it is recommended that two-way driveways are no more than 30 feet in width. The Project's driveway will be 30 feet in width.	MPP Sec. 321	Vision Zero, Sustainability pLAn, MP - PED, MP - BEN CDG 4.1.04	YES
17	Does project propose more driveways than required by City maximum standard?	NO	The Project proposes two driveways along Ventura Boulevard, which is designated as a Boulevard II Scenic. As the Project Site's frontage along Ventura Boulevard is approximately 300 feet, the number of driveways the Project proposes is compliant with LADOT's Manual of Policies and Procedures, Section 321.	MPP - Sec No. 321 Driveway Design	Vision Zero, MP, Healthy LA	YES
18	Are loading zones proposed as a part of the project?	NO		MP - 2.10 Loading Areas; MP - PK.1; MP - PK.7; MP - PK.8; MPP 321		YES
19	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the building?	YES	The Project proposes a drop-off zone, which is located off-street and internal to the Project Site.	MP - 2.10 Loading Areas		YES
20	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g., vacating public right-of-way?)	NO		MP - 2.3 Pedestrian Infrastructure; MP - 3.9 Increased Network Access		YES

APPENDIX A
LADOT VMT CALCULATOR OUTPUT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



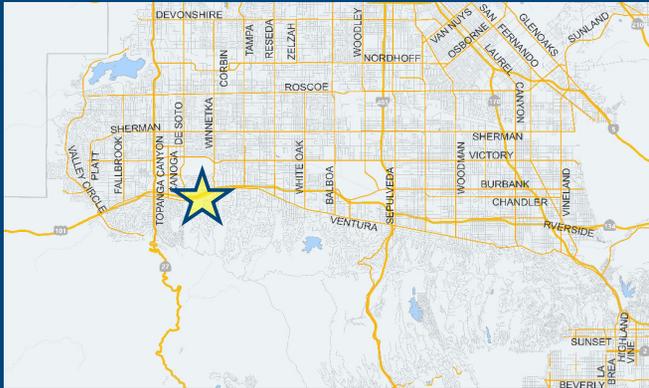
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	9.571	ksf
Retail High-Turnover Sit-Down Restaurant	9.571	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Hotel	149	Rooms
Housing Hotel	149	Rooms

[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
1,053 Daily Vehicle Trips	1,021 Daily Vehicle Trips
9,624 Daily VMT	8,930 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	-32 Net Daily Trips
The net increase in daily VMT ≤ 0	-694 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.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

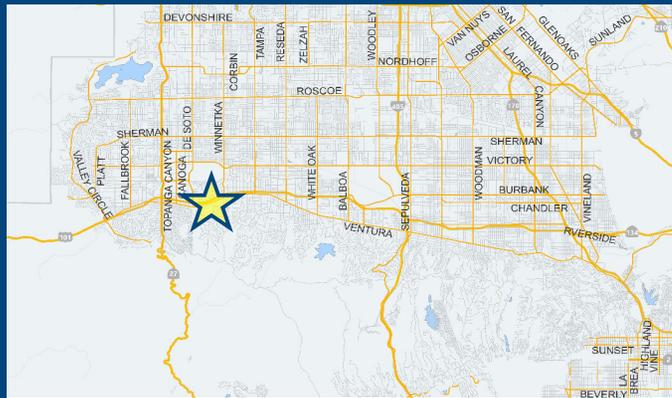


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Hotel	149	Rooms

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

city code parking provision for the project site

Proposed Prj Mitigation

actual parking provision for the project site

Unbundle Parking

Proposed Prj Mitigation

monthly parking cost (dollar) for the project site

Parking Cash-Out

Proposed Prj Mitigation

percent of employees eligible

Price Workplace Parking

Proposed Prj Mitigation

daily parking charge (dollar)

Proposed Prj Mitigation

percent of employees subject to priced parking

Residential Area Parking Permits

Proposed Prj Mitigation

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
1,021 Daily Vehicle Trips	1,021 Daily Vehicle Trips
8,930 Daily VMT	8,930 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: N/A Threshold = 9.4 15% Below APC	Household: N/A Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	Work: N/A Threshold = 11.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 16, 2020

Project Name: 20401 Ventura Boulevard Hotel

Project Scenario: Proposed Project

Project Address: 20401 W VENTURA BLVD, 91364



Version 1.2

Project Information			
	Land Use Type	Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	149	Rooms
	Motel	0	Rooms
<i>Affordable Housing</i>	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
<i>Retail</i>	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
	<i>Office</i>	General Office	0.000
Medical Office		0.000	ksf
<i>Industrial</i>	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
<i>School</i>	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
<i>Other</i>		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 16, 2020

Project Name: 20401 Ventura Boulevard Hotel

Project Scenario: Proposed Project

Project Address: 20401 W VENTURA BLVD, 91364



Version 1.2

Analysis Results			
Total Employees: 75			
Total Population: 0			
Proposed Project		With Mitigation	
1,021	Daily Vehicle Trips	1,021	Daily Vehicle Trips
8,930	Daily VMT	8,930	Daily VMT
N/A	Household VMT per Capita	N/A	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average			
Household = 9.4			
Work = 11.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 9.4	N/A	Household > 9.4	N/A
Work > 11.6	N/A	Work > 11.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 16, 2020

Project Name: 20401 Ventura Boulevard Hotel

Project Scenario: Proposed Project

Project Address: 20401 W VENTURA BLVD, 91364



Version 1.2

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 16, 2020

Project Name: 20401 Ventura Boulevard Hotel

Project Scenario: Proposed Project

Project Address: 20401 W VENTURA BLVD, 91364



Version 1.2

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: April 16, 2020

Project Name: 20401 Ventura Boulevard Hotel

Project Scenario: Proposed Project

Project Address: 20401 W VENTURA BLVD, 91364



Version 1.2

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



TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	<i>Include Bike parking per LAMC</i>	<i>Meets City Bike Parking Code (Yes/No)</i>	0	0
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<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: April 16, 2020

Project Name: 20401 Ventura Boulevard Hotel

Project Scenario: Proposed Project

Project Address: 20401 W VENTURA BLVD, 91364



Version 1.2

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%	
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: April 16, 2020
 Project Name: 20401 Ventura Boulevard Hotel
 Project Scenario: Proposed Project
 Project Address: 20401 W VENTURA BLVD, 91364



Version 1.2

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%	
	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%
MAX. TDM EFFECT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	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: April 16, 2020

Project Name: 20401 Ventura Boulevard Hotel

Project Scenario: Proposed Project

Project Address: 20401 W VENTURA BLVD, 91364



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	11.8	0	0
Home Based Other Production	0	0.0%	0	7.4	0	0
Non-Home Based Other Production	111	-7.2%	103	10.4	1,154	1,071
Home-Based Work Attraction	108	-10.2%	97	11.5	1,242	1,116
Home-Based Other Attraction	887	-19.1%	718	8.0	7,096	5,744
Non-Home Based Other Attraction	111	-7.2%	103	9.7	1,077	999

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%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	103	1,071	0.0%	103	1,071
Home-Based Work Attraction	0.0%	97	1,116	0.0%	97	1,116
Home-Based Other Attraction	0.0%	718	5,744	0.0%	718	5,744
Non-Home Based Other Attraction	0.0%	103	999	0.0%	103	999

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 75

APC: South Valley

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	0	0
<i>Total Home Based Work Attraction VMT</i>	1,116	1,116
<i>Total Home Based VMT Per Capita</i>	N/A	N/A
<i>Total Work Based VMT Per Employee</i>	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 II
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:	4/16/2020