

# Appendix K

## **Transportation Assessment**



# 956 N. Seward Street Project Transportation Assessment

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## I. Introduction

*Kimley-Horn and Associates, Inc. (Kimley-Horn)* prepared this *Transportation Assessment Report* (Transportation Assessment) for the 956 N. Seward Street Project (the Project), to be located at 936 - 962 N. Seward Street and 949-959 N. Hudson Avenue (Project Site) in the City of Los Angeles (City). The traffic study was prepared in accordance with the latest version of LADOT's *City of Los Angeles Transportation Assessment Guidelines (TAG) (August 2022)*. A Referral Form describing the project along with trip generation was submitted to and approved by LADOT. The Referral Form concluded that additional traffic studies such as VMT Analysis, Access, Safety, and Circulation Evaluation, and Access Assessments were not required; therefore, a Memorandum of Understanding (MOU) form was not required per LADOT. The Referral Form is included in **Appendix A**. It should be noted the Referral Form includes self-storage and general office land-uses; however, the office land-use is ancillary to the self-storage land-use.

### Project Description

The Project Site is located at 936-962 North Seward Street and 949-959 North Hudson Avenue within the Hollywood Community Plan area of the City. **Figure 1** illustrates the Project Site location in its regional setting.

The Project Site is bounded by Romaine Street to the north, North Hudson Avenue to the east, and North Seward Street to the west. The Project Site is an irregular-shaped lot that is approximately 1.29 acres or 56,254 square feet (sf). The Project Site consists of eight parcels that are currently improved with a two-story 40,000 sf film climate-controlled storage facility built in 1952 and an associated surface parking lot to the north currently used for a truck rental business surrounded by metal fencing.

Land uses directly to the north of the Project Site across Romaine Street include a variety of one to five story commercial, restaurant, studio, and parking buildings. To the west across Seward Street are various one to four story film, commercial, and office uses. Land uses to the east across Hudson Avenue include one to five story single and multifamily residential uses. The Project Site is located within close proximity to several transit options. Numerous Metro transit and LADOT transit bus lines run and stop in the greater vicinity of the Project, including Metro Line 4 and Metro Line 210.

The Project includes the demolition of an existing 40,000 sf film storage building and its associated parking lot and the construction of a seven-story, storage building, which would consist of up to 168,765 sf that would include approximately 118,681 sf of self-storage, approximately 48,984 sf of temperature-controlled film and media storage, and up to 1,100 sf of leasing uses. The Project would have a floor area ratio (FAR) of 3:1.

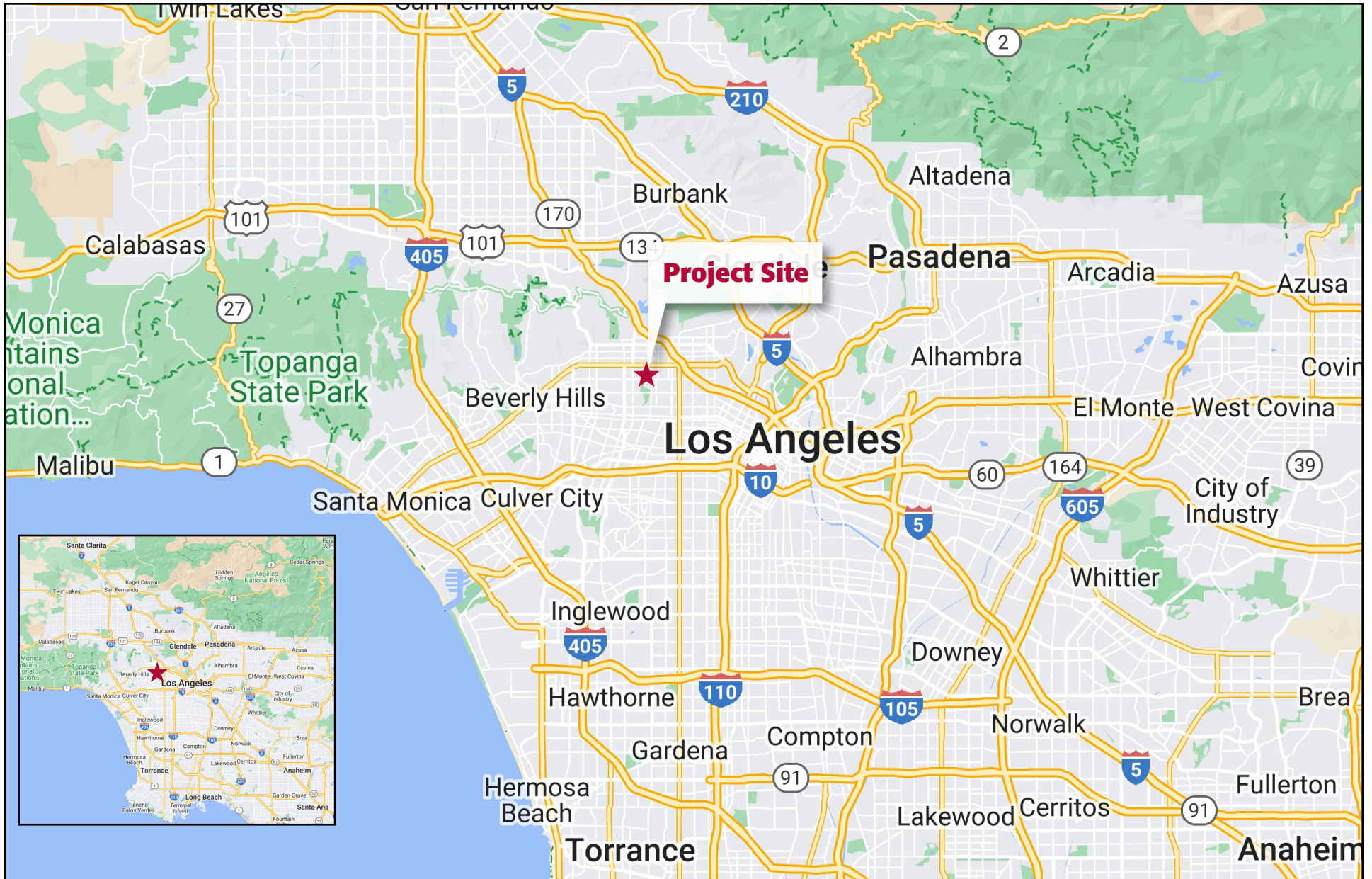
The Project proposes 47 automobile parking spaces provided onsite in a surface-level parking lot and 40 bicycle parking spaces provided onsite at ground-level. The Project Site plan is shown in **Figure 2**.

The Project would provide vehicular access along Romaine Street and Hudson Avenue. Romaine Street would contain one driveway permitting the entry and exit of vehicles. Hudson Avenue would contain one driveway permitting only the exit of vehicles.

The Project would include approximately 8,111 sf of landscaped areas throughout the Project Site including an outdoor landscaped walkway and entrance along Romaine Street and landscaping along Hudson Avenue and Seward Street.

The Project is designed so that the design, massing, and height are compatible with the neighboring one- to six-story commercial, retail, residential, and parking uses and so that the ground floor interruption along the sidewalks is minimized. Additionally, the landscaped entry way and outdoor gathering area, would contribute to the walkability along Romaine Street.

Development of the Project would require the export of approximately 5,200 cubic yards of soil. All necessary utility improvements including water, sewer, and storm drain would be constructed within the property limits.



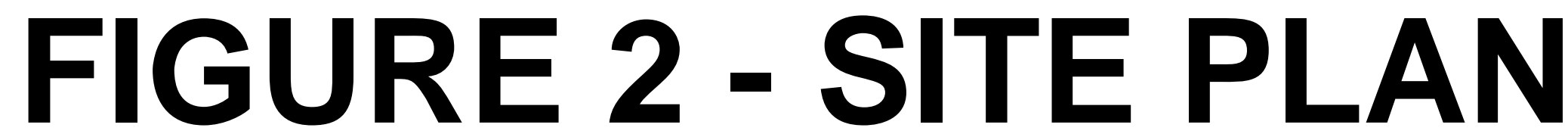
SOURCE: Google Maps, 2023



**FIGURE 1: Regional and Vicinity Map**

956 SEWARD STREET PROJECT





936-962 North Seward Street; 949-959 North Hudson Avenue

Lots 1 to 3 and 14 to 18 , Block D of Strong and Dickenson's South Hollywood  
No.1. Tract

LOT APN:

5533-023-001, -002, -003, -017, -018, and -026

## ZONING INFORMATION

ADDRESS	936-962 North Seward Street; 949-959 North Hudson Avenue, LOS ANGELES CA 90038
APN	5533-023-001, -002, -003, -017, -018, and -026
PROJECT DESCRIPTION	7 STORY SELF-STORAGE AND FILM/
ZONE - EXISTING	MR-1-1, R3-1
ZONE - PROPOSED	(Q)M1-2D
OCCUPANCY TYPE	B, S-1
BUILDING TYPE	TYPE I
BUILDING HEIGHT	ALLOWED: 75' PROPOSED: 75'
EXISTING USE	COMMERCIAL BUILDING: STORAGE
PROPOSED USE	COMMERCIAL BUILDING: SELF-STORAGE FACILITY (INCLUDES .7 FAR MIN. FOR MEDIA/FILM)

## SITE PARAMETERS

	ALLOWABLE	PROPOSED	
LOT SIZE (SQ.FT)	-	56,254	
F.A.R.	3.00	2.99	
NUMBER OF STORIES	7	7	
HEIGHT (FT)	75	75.0	
ALLOWABLE AREA SQ.FT	168,762	168,478	284 BELOW FAR

## PROGRAM INFORMATION

BUILDING USE	AREA AVG. SF	FAR		
1ST FLR: LEASING	1,100	0.020		
1ST FLR: SELF-STORAGE	21,393	0.380		
2ND FLR: SELF-STORAGE	22,959	0.408		
3RD FLR: SELF-STORAGE	24,662	0.438		
4TH FLR: SELF-STORAGE	24,567	0.437		
5TH FLR: SELF-STORAGE	24,567	0.437		
6TH FLR: SELF-STORAGE	9,720	0.173		
6TH FLR: COMMERCIAL STORAGE - MEDIA/FILM	14,848	0.264	0.70	MIN. = 0.7
7TH FLR: COMMERCIAL STORAGE - MEDIA/FILM	24,662	0.438		
	-	0.000		
COMMERCIAL TOTAL	168,478	2.995		

## PARKING INFORMATION

AUTOMOBILE PARKING - REQUIRED					BICYCLE PARKING - REQUIRED		
REQUIRED					REQUIRED		
BUILDING USE	UNIT TOTAL/SF	PER SF	REQUIRED	PROPOSED	SHORT TERM	LONG TERM	TOTAL
STORAGE- First 10,000 S.F.	10,000	1/500 0.002	20	20	17	17	34
STORAGE- Remainder	158,478	1/5,000 0.0002	32	22			
Five Spaces per Covenant			5	5			
			57	47	17	17	34

AUTOMOBILE PARKING:

- Required = 57 spaces (52 required by code and 5 required per off-site parking covenant)
- Bicycle parking reduction = 10 spaces (1 auto space/4 bike spaces = 40 bike spaces)
- Provided = 47 spaces

BICYCLE PARKING:

Required = 34 spaces  
Provided = 40 spaces



## II. Environmental Setting

The Project study area was defined as streets that front or are near the Project Site. Additional streets were not examined since the City of Los Angeles Department of Transportation (LADOT) Referral Form concluded the Project does not require an Access, Safety, and Circulation Evaluation or an Access Assessment, which would expand the study area. An Access, Safety, and Circulation Assessment is typically required when a project generates a net increase of 500 or more daily trips and an Access Assessment is typically required when a project triggers a site plan review and meets the size screening thresholds outlined in the referral form. The Referral Form was submitted to LADOT and approved on July 26, 2023, as part of this Transportation Assessment. As shown in the approved Referral Form incorporated as a reference in **Appendix A**, the Project does not meet the criterion to require an Access, Safety, and Circulation Evaluation or an Access Assessment. Street classifications for roadways within the City are designated in Mobility Plan 2035, an Element of the General Plan (Los Angeles Department of City Planning, January 2016) (the “Mobility Plan”).

### Existing Street System

The nearest roadways to the Project Site are:

- **N. Seward Street** – N. Seward Street is classified as a Local Street in City of Los Angeles Mobility Plan. Oriented in the north-south direction, it is located along the west side of the Project Site. It has two travel lanes in the study area, one lane in each direction. Fifteen-minute and two-hour unmetered on-street parking is generally provided on the west side of the street between Romaine Street and Willoughby Avenue.
- **Willoughby Avenue** – Willoughby Avenue is classified as a Local Street in City of Los Angeles Mobility Plan. Oriented in the east-west direction, it is located to the south of the Project Site. It has two travel lanes in the study area, one lane in each direction. Unmetered on-street parking is generally provided on both sides of the street between N. Seward Street and N. Hudson Avenue.
- **N. Hudson Avenue** – N. Hudson Avenue is classified as a Local Street in City of Los Angeles Mobility Plan. Oriented in the north-south direction, it is located along the east side of the Project Site. It has two travel lanes in the study area, one lane in each direction. Two-hour unmetered on-street parking is generally provided on both sides of the street with District No. 40 permits exempt.
- **Romaine Street** – Romaine Street is classified as a Local Street in City of Los Angeles Mobility Plan. Oriented in the east-west direction, it is located along the north side of the Project Site. It has two travel lanes in the study area, one lane in each direction. Two-hour unmetered on-street parking is generally provided on both sides of the street between N. Seward Street and N. Hudson Avenue.

## Existing Transit Service

The Project Site is approximately 1.2 miles from the Hollywood and Highland Metro Station which serves the B Line (formally the Red Line) of the Metro Rail System. The Project Site is also approximately 0.5 miles from the Metro 210 bus route line which travels between Los Angeles and Redondo Beach. The existing transit services within 1,320 ft of the Project Site consists of one bus line operated by Metro.

- **Metro Local 4** – Route 4 is a local line that travels between Santa Monica and Downtown Los Angeles via Santa Monica Boulevard, with average headways of 10 to 15 minutes during weekday peak hours.

## Bicycle and Pedestrian Facilities

The LADOT's guidelines require a description of the pedestrian and bicycle facilities within one-quarter mile (1,320 ft) of the edge of the Project Site. There are currently no Class I, II, III, or IV bike facilities located within 1,320 ft from the Project Site. The study area has a basic pedestrian network of sidewalks providing easy access and connectivity to transit facilities.

The Project would provide 40 bicycle spaces within the Project Site. The Project would provide 17 long-term bicycle spaces on ground level adjacent to the loading zone south of the parking lot and 23 short-term bicycle parking spaces on ground level adjacent to the building near Romaine Street.

## High-Injury Network

The City of Los Angeles' High Injury Network (HIN) spotlights streets with the highest incidence of severe and fatal collisions in the City of Los Angeles. The Project study area does not include street segments that have been identified by the City as part of the HIN.

### III. CEQA Transportation Analyses

#### Plans, Programs, and Policy Review (Threshold T-1)

Per the City of Los Angeles Transportation Assessment Guidelines, the City aims to achieve an accessible and sustainable transportation system that meets the needs for all users of the transportation system, including pedestrians, bicyclist, motorists, public transit riders, disabled persons, senior citizens, and movers of commercial goods. Therefore, the transportation requirements and mitigations for proposed developments should be consistent with the City's transportation goals and policies. Proposed development projects shall be analyzed to identify potential conflicts with adopted City plans and policies if the proposed project does not meet the screening criteria.

##### Screening Criteria

This section describes the City's screening criteria to determine if a project requires a plans, programs, and policy analysis. If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies:

- Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
- Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

##### Impact Criteria

This section describes the City's impact criteria for a plans, programs, and policy analysis.

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

##### Analysis

An analysis is required because the Project requires a discretionary action, and the Project is required to make modifications to the public right-of-way (dedication) along Seward Street, Romaine Street, and Hudson Avenue. However, the Project is requesting the following waivers related to right-of-way dedication: seven (7) foot dedication/widening on Seward Street, five (5) dedication/widening on Romain Street where the Project will provide a two (2) foot sidewalk widening, and two (2) foot dedication/widening on Hudson Avenue. The City of Los Angeles, Bureau of Engineering (BOE) Planning Case Referral Form (PCRF), which shows the Project's dedication and improvement requirements, is attached in **Appendix B**.

The purpose of this section is to evaluate whether the Project would conflict with or would interfere with the City's implementation of a City plan, program, or policy related to the transportation network. **Appendix C** includes LADOT's Plans, Policies, and Consistency Worksheet for the Project. The following documents were reviewed for this analysis:

- **City of Los Angeles Mobility Plan 2035**, which serves as the City's General Plan circulation element. The mobility plan incorporates "complete streets" principles and lays the policy foundation. The mobility plan also identifies corridors proposed to enhance modes (bicycle, pedestrian, transit, and vehicle). These corridors are categorized as:
  - Neighborhood Enhanced Network (NEN) is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. None of the streets in the study area is identified as NEN.
  - Transit Enhanced Network (TEN) is the network of arterial streets enhanced to improve transit service performances and/or the overall experience of people who walk and take transit. None of the streets in the study area are identified as part of the TEN.
  - Bicycle Enhanced Network (BEN) is a network of streets planned for protected bicycle lanes, and bicycle paths to provide bikeways to a variety of users. None of the streets in the study area are identified as part of the BEN.
  - Vehicle Enhanced Network (VEN) is a selection of streets that prioritize vehicular movement and that offer safe, consistent travel speeds and reliable travel times. None of the streets in the study area are identified as part of the VEN.
  - Pedestrian Enhanced District (PED) is a selection of streets that enhance the environment to promote more walking, reduce reliance on other modes for shorter trips, promote health, increase the vitality of streets, and more. None of the streets in the study area are identified as part of the PED.

The Project's study area is not included in any of the complete street's corridors (NEN, TEN, BEN, VEN, and PED) outlined in the 2035 Mobility Plan; therefore, the Project would be consistent with and would not impede the City's implementation of the Mobility Plan 2035.

- **The Hollywood Community Plan** is one of the 35 Community Plans in the City of Los Angeles, adopted in December 1988 it has been designed to accommodate development to the year 2010. An update to the Hollywood Community Plan is currently in process that will guide the development of the Hollywood community area through 2040. One of the major objectives of the Hollywood Community Plan is to make provisions for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service. While this is a citywide objective, the Project would support its implementation. Specifically, the Project Site is located in a highly urbanized area that is well-served by public transit. The Project would include streetscape improvements such as new street trees and



landscaping to encourage walkability. Furthermore, the Project would provide 17 short-term and 23 long-term bicycle parking spaces (40 total). Thus, the Project would promote the use of alternative modes of transportation, including use of public transportation, walking, and bicycling. The Project would also be consistent with the mobility goals and objectives within the Hollywood Community Plan Update which include providing a range of employment opportunities. The Hollywood Community Plan Update was adopted in May 2023 by the Los Angeles City Council; however, the Plan's implementing ordinances have not been finalized. The Project proposes self-storage and office land uses, which would generate employment opportunities, and would be located within one-quarter mile of Santa Monica Boulevard. The Project would be consistent with the policies of the adopted and Hollywood Community Plan Update.

- **Vision Zero Los Angeles** is a plan with the goal of eliminating traffic deaths in Los Angeles and to design streets to increase the safety of pedestrians. The High-Injury Network (HIN) represents 6% of city streets (over 450 miles) that account for 70% of deaths and severe injuries for people walking. LADOT focuses comprehensive safety improvements on a subset of the HIN where the highest concentrations of traffic deaths and severe injury crashes occur. The Project Site is not located on any streets included in the HIN.
- **LAMC Section 12.21 A.16 (Bicycle Parking)** is an ordinance in the Los Angeles County Municipal Code (LAMC) General Provisions section. This ordinance requires bicycle parking spaces and end use facilities for new developments or additions based on the floor area. For warehouse and industrial uses, the LAMC requires 1 short-term bicycle parking space per 10,000 sf and 1 long-term bicycle parking space per 10,000 sf. The Project is proposing 40 bicycle parking spaces. Bicycle parking would be provided near the project entrance along Romaine Street and would be provided along the eastern building façade, facing Hudson Avenue. The bicycle parking would comply with all requirements of the LAMC.
- **LAMC Section 12.26J (TDM Ordinance)** is an ordinance in the Los Angeles County Municipal Code (LAMC) Department of Building and Safety section. This ordinance requires transportation demand management (TDM) and trip reduction measures for new development based on gross floor area. For developments in excess of 100,000 sf of gross floor area, the Project shall provide carpool/vanpool loadings spaces, sidewalks from the external pedestrian circulation system to the building, possible bus stop improvements, and access from external circulation to bicycle parking facilities on-site. Additionally, developments in excess of 100,000 square feet of gross floor area are also required to comply with TDM requirements for developments in excess of 25,000 sf and 50,000 sf. These requirements include an information kiosk displaying transportation information, designated parking area for employee carpool/vanpool, and bicycle parking. The Project is providing four designated parking spaces for carpool/vanpool. Direct pedestrian access is provided to the building from Romaine Street and N. Seward Street. The Project's short-term and long-term bicycle parking can be accessed via the driveway on N. Hudson Avenue. The Project is consistent with the LAMC TDM requirements.

## Findings

Based on the results of the analysis of the Project's consistency with plans, programs, and policy, the following findings are made:

- The Project would be consistent with and would not impede the City's implementation of the Mobility Plan 2035.
- The Project would be consistent with the policies of the Hollywood Community Plan.
- The Project would be consistent with the goals of Vision Zero Los Angeles.
- The Project would be consistent with the requirements of the LAMC Section 12.21 A.16 (Bicycle Parking).
- Project would be consistent with the requirements of the LAMC Section 12.26J (TDM Ordinance).

## Vehicle Miles Traveled Analysis (Threshold T - 2.1)

Per the City of Los Angeles Transportation Assessment Guidelines, one objective of the Los Angeles Mobility Plan 2035 is to decrease vehicle miles traveled (VMT) per capita by 20% by 2035. To meet this objective, proposed land use projects are required to assess whether a land use project causes substantial vehicle miles traveled if the proposed project does not meet the screening criteria.

### Screening Criteria

This section describes the City's screening criteria to determine if a project requires a VMT analysis. If the project requires a discretionary action, and the answer is no to either of the following, further analysis will not be required for Threshold T-2.1, and a "no impact" determination can be made for the threshold:

- Would the land use project generate a net increase of 250 or more daily vehicle trips?
- Would the project generate a net increase in daily VMT?

The following additional screening criteria are used to determine any potential significant impacts for Project's that meet the first two screening criteria:

- If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?
- Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?

## Impact Criteria

This section describes the City's impact criteria for development projects that require a VMT analysis.

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located. (See Table 1)
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located. (See Table 1)
- For regional serving projects including retail projects, entertainment projects, and/or event centers, the project would result in a net increase in VMT.
- For other land use types where the threshold is not further specified below, measure VMT impacts for the work trip element using the criteria for office projects above. (see Table 1)

**Table 1: LADOT VMT Impact Criteria (15% Below APC Average)**

Area Planning Commission (APC)	Daily Household VMT Per Capita	Daily Work VMT Per Employee
Central*	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

\*Project APC

Source: LADOT TAG

## Analysis

As shown in the LADOT VMT Calculator (**Appendix D**), the Project is estimated to generate 241 net daily trips. Because the Project is not generating more than the City's 250 daily vehicle trips threshold, no further analysis is required, and a "no impact" determination can be made for Threshold T-2.1 Additionally, the LADOT Referral Form (**Appendix A**) confirms VMT analysis is not required.

## Cumulative Analysis

Whether a project would have a potential cumulative VMT impact is determined by assessing its consistency with the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), per LADOT's TAG<sup>1</sup>.

<sup>1</sup> LADOT Transportation Assessment Guidelines [2022], Section 2.2.4

Projects that are consistent with the RTP/SCS in terms of location, density, and land-use assist in meeting the region's air quality and greenhouse gas (GHG) goals.

The Project Site is currently split zoned. The western five parcels fronting onto Seward Street are zoned MR1-1 and the eastern three parcels fronting on Hudson Avenue are zoned R3-1. The MR1-1 zoning and proposed M1 zoning is consistent with the Site's Limited Manufacturing land use designation. The Project would require a zone change pursuant to LAMC Section 12.32-F to change the zoning of all parcels from MR1-1 and R3-1 to (Q)M1-2D. The proposed M1 zoning would permit a storage building for household goods pursuant to a CUP when located within 500 feet from an A or R Zone or residential use. The proposed Project's land use is similar to the existing use and surrounding uses.

The Project would be consistent with the SCAG regional plan as it is an infill development in an area that promotes the use of a variety of transportation options, which include walking, biking, and the use of public transportation. Furthermore, the Project is located within close proximity to supporting land uses such as residential, industrial and commercial uses. Because the Project is consistent with the RTP/SCS and has a less than a significant VMT impact, the Project would have a less than significant cumulative impact on VMT.

#### Findings

Based on the results of the VMT analysis, the following findings are made:

- The Project's self-storage land-use with ancillary office would generate less than 250 net daily trips, resulting in a "no impact" determination.
- The Project would be consistent with the SCAG regional plan as it is an infill development in an area that promotes the use of a variety of transportation options, which include walking, biking, and the use of public transportation. Furthermore, the Project is located within close proximity to transit, and supporting land uses such as residential, industrial and commercial uses. Therefore, the Project would have a less-than-significant cumulative impact as it would contribute to the reduction in VMT in the region.

### Geometric Design Feature Review (Threshold T- 3.1)

Per the City of Los Angeles Transportation Assessment Guidelines, projects are evaluated to determine if there are potential geometric design feature impacts and potential increases in hazards related to the design of the Project's access points.

#### Screening Criteria

This section describes the City's screening criteria to determine if a project requires a geometric design feature review. If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would cause a potential increase of hazards:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

- Is the project proposing to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
- Would the land use project add 25 or more trips to any off ramp in either the morning or afternoon peak hour?

### Impact Criteria

This section describes factors that the City considers when evaluating a project's access plans to determine if the project would substantially increase hazards due to a geometric design feature. The following factors are considered:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that the project introduces 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 safety hazards.
- 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.

### Analysis

#### *Pedestrian and Bicyclists*

Pedestrians and bicyclists would be able to access the Project Site via existing sidewalks around the perimeter of the Project Site. Bicycle parking facilities would be provided on-site as part of the Project. The Project's access locations would be designed in compliance with City standards and safety requirements to provide adequate sight distance, sidewalks, crosswalks and pedestrian movement controls.

#### *Vehicular Access*

Vehicular access to the Project Site is currently provided by one driveway on N. Seward Street and two driveways on Romaine Street. The Project proposes to close the existing driveway on N. Seward Street and one driveway on Romaine Street. Vehicular access to the Project would be limited to two driveways: (1) one driveway along Romaine Street would provide two-way entry/exit to the parking lot and (2) the other driveway would provide a one-way exit to Hudson Avenue. There would be four on-site loading docks as well.

None of the streets within the study area are along the City's HIN. The Project's new driveways would be designed to comply with LADOT standards. Both driveways are on low volume local streets with no existing bike lanes or transit facilities. Hence, the Project would not be expected to increase hazards or conflicts.

#### *Caltrans Freeway Impact Analysis*

A Caltrans Freeway Ramp Impact Analysis is required when a Project is expected to add more than 25 trips to any freeway ramp in both the AM and PM peak hours. The initial screening involves identifying the number of Project trips expected to be added to nearby freeway off ramps serving the site. The Project was screened by distributing the Project trips as determined in the VMT calculator (**Appendix D**) across the AM and PM peak hours and the multiple freeway ramps in the Project vicinity . It should be noted that the closest freeway ramps to the US-101 are over 1.5 miles from the Project Site. Based on the morning and afternoon peak hour trips, it was identified that the Project would not add more than 25 trips to any freeway ramp in both the AM and PM peak hours. Since the Project is not expected to go over the 25-trip threshold to any off ramp, freeway ramp analysis is not required.

#### *Findings*

Based on the results of the geometric design feature review, the following findings are made:

- The proposed Project would reduce the number of access points.
- The Project Site would not create physical obstructions that would impact the visibility or safety of pedestrians or bicyclists.

## IV. Non-CEQA Transportation Analyses

This portion of the traffic study has been performed in accordance with the latest version of LADOT's City of Los Angeles Transportation Assessment Guidelines (August 2022) (TAG). No traffic impact analysis was required based on the conclusion in the LADOT's *Referral Form*; therefore, the following non-CEQA analysis were conducted:

- Project Trip Generation Analysis
- Related Project's Trip Generation Analysis
- Project Construction Analysis

### Study Area

As mentioned in Environmental Setting section of this report, the Project study area was defined as streets that front the Project Site, no intersections were included as part of the study per the Referral Form. The Project Site is bounded by Hudson Avenue toward the east, Romaine Street toward the north, and N. Seward Street toward the west. Although Willoughby Avenue does not front the Project site, it is near Project and was included as part of the study area.

### Project Conditions

#### Proposed Project Forecast Trip Generation

The Project's potential daily trip generation was calculated using the City's VMT calculator (Version 1.4) trip generation rates for general office building and warehouse/self-storage. It should be noted the general office building land-use is ancillary to the self-storage land-use. In addition, existing trip generation credit was captured for the existing 40,000 sf warehouse/self-storage building on the Project Site. The Project is anticipated to generate a net increase of 241 daily trips after capturing an existing use credit of 73 daily trips. The VMT calculator results<sup>2</sup> showing the daily trip generation and the existing land use trip generation credit is included in **Appendix D**. Although the VMT calculator results include self-storage and general office land-uses, the office land-use is ancillary to the self-storage land-use.

#### Related Project Trip Generation

Daily, morning peak period, and evening peak period volumes from related Projects (approved or pending projects within half a mile of the proposed Project Site) were captured for noise and air quality analysis of the Project Site. The list of related projects was provided by LADOT in an email on September 26<sup>th</sup>, 2023. **Table 2** lists the eight related projects and the trips generated by each related project per information provided by LADOT. The locations of the related projects are shown in **Figure 3**.

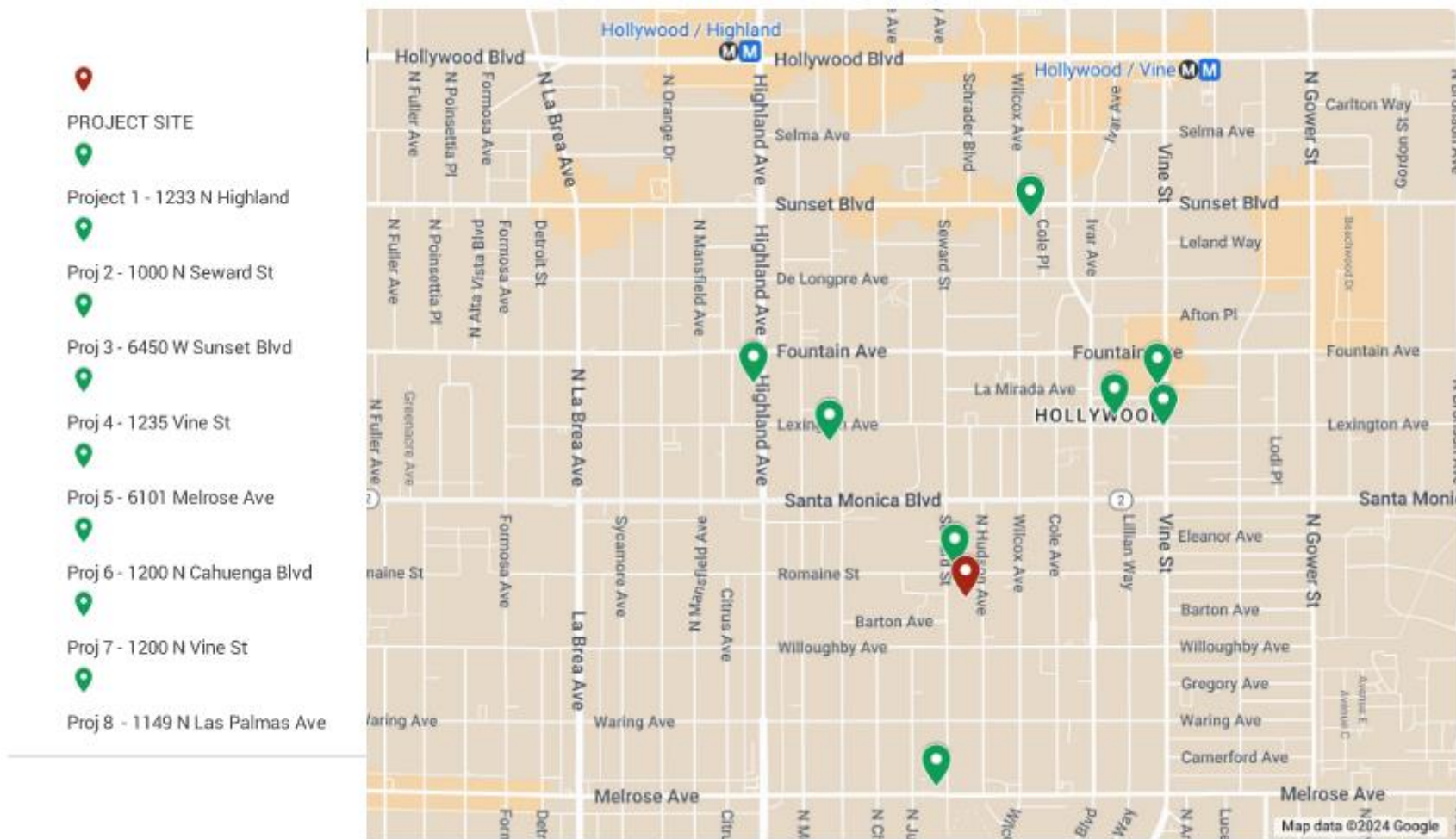
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<sup>2</sup> There is a slight discrepancy in square footages between the Project's land uses shown in the VMT calculator and those shown in the approved LADOT Referral Form. The square footage shown in the VMT calculator is 365 square feet more which resulted in the addition of one trip (241 trips as shown in the VMT calculator). Per correspondence provided by LADOT in an email on September 26<sup>th</sup>, 2023 (**Appendix E**), the conclusion that a traffic study is not needed does not change an additional trip and resubmittal of the Referral Form is not required.

**Table 2: Summary of Related Projects**

Map No.	Project Name	Address	Description	Daily	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
1	1233 N Highland Ave Mu	1233 N Highland Av	72 Apartments (In Construction 2022)	714	11	27	38	27	38	65
2	1000 SEWARD Mixed-Use Project	1000 N Seward St	136.2 ksf office, 2.2 ksf restaurant, 2.2 ksf retail	1718	147	48	195	58	135	193
3	Sunset + Wilcox Mu	6450 W Sunset Bl	MU: 431.032 ksf office, 12.386 ksf restaurant	2836	311	50	361	93	319	412
4	Office & Commercial	1235 N Vine St	109190 Sf Office, 7960 SF Restaurant/retail	696	96	19	115	19	91	110
5	Melrose/Seward Creative Office	6101 W Melrose Ave	17134 sf existing office to remain, 65003 sf office new, 422 sf food	524	60	10	70	10	56	66
6	Creative Offices	1200 N Cahuenga Bl	Commercial use - 75,362 sf creative offices total, 500sf retail	259	6	-31	-25	5	62	67
7	1200 Vine Mu Project	1200 N Vine St	135 Apts, 18 affordable housing units, & 7ksf restaurant	1025	38	59	97	57	38	95
8	Office & Commercial	1149 N Las Palmas Ave	81424 SF Office, 485 SF Retail	618	113	15	128	20	101	121
<b>Total</b>				<b>8,390</b>	<b>782</b>	<b>197</b>	<b>979</b>	<b>289</b>	<b>840</b>	<b>1,129</b>





**Figure 3: Related Projects Map**

## Project Access Evaluation

The Project would have two driveways providing access to the new building. One driveway along Romaine Street would provide two-way entry/exit to the parking lot, while the other driveway would provide a one-way exit to Hudson Avenue. For both driveways, drivers can exit eastbound and westbound to Romaine Street or northbound and southbound to Hudson Avenue.

## Project Construction

### Construction Analysis

This section discusses construction period traffic analysis and assesses whether the construction would interfere with pedestrians, bicyclists, transit or vehicles circulation. As per LADOT guidelines, the construction impacts were analyzed under the following categories:

1. Temporary traffic constraints
2. Temporary loss of access
3. Temporary loss of bus stops or rerouting of bus lines.

The construction of the Project would begin with the demolition of the existing warehouse/self-storage building on the Project Site followed by site preparation, grading, building construction, and paving/concrete installation. The construction of the Project is expected to be completed by the end of 2026.

### Temporary Traffic Constraints

During construction, the Project would intermittently experience continuous concrete pour and right-of-way improvements which may temporarily disrupt sidewalks near the Project Site along N. Seward Street, Romaine Street, and Hudson Avenue. A covered pedestrian walkway would be provided as an alternative for pedestrians during construction and would also be addressed in the worksite traffic control plans.

During construction, traffic on Romaine Street would be intermittently disrupted. Romaine Street is classified as a Local Street in the City of Los Angeles Mobility Plan and is a two-lane roadway (one lane in each direction). At times, the lane closest to the Project Site would have to be closed, and both travel lanes might need to be temporarily closed depending on the size of the cranes. Such intermittent travel lane closures may disrupt local traffic. However, a Construction Management Plan, which would include a worksite traffic control plan that would be prepared, in accordance with applicable City guidelines, for any temporary closure of vehicle lanes or sidewalks and these plans would provide for safe and efficient movement for vehicular and pedestrian traffic.

Parking closure across the property frontage would be requested to allow for ongoing construction access and possible staging.

## **Temporary Loss of Access**

The existing land uses in the proximity of the construction site would remain open throughout construction. Pedestrian and vehicular access to properties nearby the Project Site would also remain open for the duration of construction. The sidewalks at the Project Site frontages along N. Seward Street, Romaine Street, and Hudson Avenue would be closed intermittently during the construction and access would be provided via a covered pedestrian walkway. Appropriate signage would be implemented to direct pedestrians to accessible routes during this time.

## **Temporary Loss of Bus Stops or Rerouting of Bus Lines**

The construction of the Project would not result in any temporary loss of bus stops or rerouting of bus lines.

## **Haul Route and Truck Analysis**

The proposed haul route for the Project would require trucks to access the Project Site from the nearby US 101 using Santa Monica Boulevard (State Route 2). The maximum number of daily truck trips is estimated to be 109 trips per day and would occur during the peak construction phase (extending over 176 days). As part of the Project, a detailed Construction Management Plan, would be implemented to minimize construction impacts for vehicles, bicyclists, and pedestrians which is discussed in the following section.

### [PDF TRAF-1: Construction Management Plan](#)

The contractor would develop a Construction Management Plan as part of the Project and submit it to the City of Los Angeles for approval to reduce the Project's potential construction impact. The Construction Management Plan would include the following:

- Coordinate with the City to ensure adequate access to the Project Site and land uses in proximity of the Project Site is maintained.
- Pick-ups, deliveries, and exports of construction materials should be scheduled during off-peak hours to the extent possible.
- Reduce the potential of trucks waiting for extended periods to load or unload.
- Construction truck contractor should provide off-site staging in a legal area.
- Determine the number and location of flag personnel required during traffic rerouting and deliveries.
- Contractor to post construction notices/hotlines at several locations on the Project Site.
- Establish requirements for storage of materials and loading/unloading on the Project Site.

- Worksite traffic control plans approved by the City of Los Angeles should be implemented to route vehicles, bicyclist and pedestrians around the area during any parking, travel lane or sidewalk closures.

## V. Summary and Conclusions

This report documents the results of a Traffic Assessment completed for the Project. The following summarizes the results of assessment:

### CEQA Analysis

- The Project includes the demolition of an existing 40,000 sf film storage building and its associated parking lot and the construction of a seven-story, storage building, which would consist of up to 168,765 sf that would include approximately 118,681 sf of self-storage, approximately 48,984 sf of temperature-controlled film and media storage, and up to 1,100 sf of leasing uses.
- The new building's driveways would be designed to comply with LADOT standards. The Project would provide vehicular access along Romaine Street and Hudson Avenue which are low volume local streets with no existing bike lanes or transit facilities. Romaine Street would contain one driveway permitting the entry and exit of vehicles. Hudson Avenue would contain one driveway permitting only the exit of vehicles. One existing driveway on Romaine Street and one existing driveway on Seward Street would be closed. The Project would not be expected to increase hazards or conflicts.
- Pedestrians and bicyclists would be able to access the Project Site via sidewalks around the perimeter of the Project Site. Bicycle parking facilities will be provided on-site by the Project. The Project's access locations would be designed in compliance with City standards and safety requirements to provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls.
- Based on the Project's land uses and design features, the Project would be in conformance with and would not interfere with implementation of City's plans, programs, and policies related to the transportation network. The Project would not conflict with City of Los Angeles Mobility Plan 2035, the adopted or draft Hollywood Community Plan, Vision Zero, and the LAMC. (See **Appendix C**)
- Because the Project is not generating more than the City's 250 net daily vehicle trips threshold, no further VMT analysis is required, and a "no impact" determination can be made for substantial VMT. (See **Appendix D**)
- The Project would be consistent with the SCAG regional plan as it is an infill development in an area that promotes the use of a variety of transportation options, which include walking, biking, and the use of public transportation. Furthermore, the Project is located within close proximity to supporting land uses such as residential, industrial and commercial uses. Therefore, the Project would be consistent with the current SCAG regional plan and would have a less than significant VMT impact. Therefore, the Project would have a less than significant cumulative impact.

## Non-CEQA Analysis

- The Project does not require an Access, Safety, and Circulation Evaluation and Access Assessment per the LADOT Referral Form.
- The Project is estimated to generate approximately 241 new daily trips.
- The Project is anticipated to have temporary sidewalk disruptions and temporary lane closures during construction. The Project would develop Construction Management Plan to reduce the potential impacts.

## Appendix A – Approved Referral Form



## REFERRAL FORMS:

# TRANSPORTATION STUDY ASSESSMENT

## DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

**RELATED CODE SECTION:** Los Angeles Municipal Code Section 16.05 and various code sections.

**PURPOSE:** The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

### GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with Los Angeles City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at <http://ladot.lacity.org>.
- A transportation study is not needed for the following project applications:
  - Ministerial / by-right projects
  - Discretionary projects limited to a request for change in hours of operation
  - Tenant improvement within an existing shopping center for change of tenants
  - Any project only installing a parking lot or parking structure
  - Time extension
  - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

### SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

- ☐ Copy of Department of City Planning Application ([CP-7771.1](#)).
- ☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- ☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.
- ☐ Copy of project-specific VMT Calculator analysis results.



**TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW**

**LADOT DEVELOPMENT SERVICES DIVISION OFFICES:** Please route this form for processing to the appropriate LADOT Development Review Office as follows (see [this map](#) for geographical reference):

**Metro**  
213-972-8482  
100 S. Main St, 9<sup>th</sup> Floor  
Los Angeles, CA 90012

**West LA**  
213-485-1062  
7166 W. Manchester Blvd  
Los Angeles, CA 90045

**Valley**  
818-374-4699  
6262 Van Nuys Blvd, 3<sup>rd</sup> Floor  
Van Nuys, CA 91401

**1. PROJECT INFORMATION**

Case Number: XXXXX

Address: 956 Seward St., Los Angeles, CA 90038

Project Description: Storage Facility with a leasing office

Seeking Existing Use Credit (will be calculated by LADOT): Yes ☒ No ☐ Not sure ☐

Applicant Name: Laura Forinash

Applicant E-mail: Laura.Forinash@kimley-horn.com Applicant Phone: 562-549-2128

Planning Staff Initials: \_\_\_\_\_ Date: \_\_\_\_\_

**2. PROJECT REFERRAL TABLE**

	Land Use (list all)	Size / Unit	Daily Trips <sup>1</sup>
Proposed <sup>1</sup>	Office - General Office	1.05/ksf	8
	Industrial - Self Storage	167.45/ksf	305
	Total trips <sup>1</sup> :		313
<p><b>a.</b> Does the proposed project involve a discretionary action? <b>Yes</b> <input checked="" type="checkbox"/> <b>No</b> <input type="checkbox"/></p> <p><b>b.</b> Would the proposed project generate 250 or more daily vehicle trips<sup>2</sup>? <b>Yes</b> <input checked="" type="checkbox"/> <b>No</b> <input type="checkbox"/></p> <p><b>c.</b> 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 heavy rail, light rail, or bus rapid transit station<sup>3</sup>? <b>Yes</b> <input type="checkbox"/> <b>No</b> <input checked="" type="checkbox"/></p> <p>If <b>YES</b> to <b>a.</b> and <b>b.</b> or <b>c.</b>, or to <b>all</b> of the above, the Project <u>must</u> be referred to LADOT for further assessment.</p> <p>Verified by: Planning Staff Name: _____ Phone: _____</p> <p>Signature: _____ Date: _____</p>			

<sup>1</sup> Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

<sup>2</sup> To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's [VMT Calculator User Guide](#) and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

<sup>3</sup> Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

**TO BE COMPLETED BY LADOT**

**3. PROJECT INFORMATION**

	Land Use (list all)	Size / Unit	Daily Trips
Proposed	Office	1054 SF	
	Warehouse/Self-Storage	167480 SF	
	Total new trips:		313
Existing	Warehouse/Self-Storage		
	Total existing trips:		73
	Net Increase / Decrease (+ or -)		240

- a. Is the project a single retail use that is less than 50,000 square feet? Yes ☐ No ☒
- b. Would the project generate a net increase of 250 or more daily vehicle trips? Yes ☐ No ☒
- c. Would the project generate a net increase of 500 or more daily vehicle trips? Yes ☐ No ☒
- d. Would the project result in a net increase in daily VMT? Yes ☒ No ☐
- e. 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 heavy rail, light rail, or bus rapid transit station? Yes ☐ No ☒
- f. Does the project trigger Site Plan Review (LAMC 16.05)? Yes ☐ No ☐
- g. Project size:
- i. Would the project generate a net increase of 1,000 or more daily vehicle trips? Yes ☐ No ☒
- ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? Yes ☐ No ☒
- iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes ☐ No ☒

**VMT Analysis (CEQA Review)**

If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.

If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

**Access, Safety, and Circulation Assessment (Corrective Conditions)**

If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.

If **YES** to **f.** and either **g.i.**, **g.ii.**, or **g.iii.**, an access assessment may be required.

LADOT Comments:

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*Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.*

**4. Specific Plan with Trip Fee or TDM Requirements:** **Yes** ☐ **No** ☒

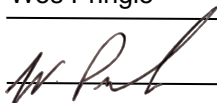
Fee Calculation Estimate: \_\_\_\_\_

VMT Analysis Required (Question b. satisfied): **Yes** ☐ **No** ☒

Access, Safety, and Circulation Evaluation Required (Question c. satisfied): **Yes** ☐ **No** ☒

Access Assessment Required (Question c., f., and either g.i., g.ii. or g.iii satisfied): **Yes** ☐ **No** ☒

Prepared by DOT Staff Name: Wes Pringle Phone: 2139728482

Signature:  Date: 07/26/23

## **Appendix B - Bureau of Engineering (BOE) Planning Case Referral Form (PCRF)**

Reference Number: \_\_\_\_\_



**PRELIMINARY LAND USE REPORT**  
(PLANNING CASE REFERRAL FORM (PCRF))

**The City of Los Angeles, Bureau of Engineering (BOE) / Department of City Planning (DCP)**

This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

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**Part I: To be completed by Applicant**

DCP Case Number (If Available): \_\_\_\_\_

Applicant: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Owner: \_\_\_\_\_

Address: \_\_\_\_\_

Project Address: 936-962 North Seward St & 949-959  
North Hudson Ave

APN: 5533-023-001, -002, -003, -017, -018, & -026

Engineering District: \_\_\_\_\_

Project Description (attach ZIMAS Map with highlighted Parcel(s)):

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Is there a Tract or Parcel Map being filed in conjunction with this:

If yes; provide Map No. \_\_\_\_\_

Has the Tract / Parcel report been prepared and submitted to DCP by BOE:

Will new building(s)/structure(s) be constructed as part of this project:

**The Preliminary Land Use Report may be voluntarily filed to provide a general understanding of potential required dedication and improvements on existing streets but is not intended to provide preliminary requirements for a Subdivision (Tract or Parcel Map), Private Street Case, or Street/Alley Vacation. If a Tract/Parcel report has been prepared and submitted to DCP by BOE, please refer to the Tract/Parcel map conditions.**

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**Part II: To be Completed by BOE Staff:**

Is property within the Hillside Ordinance area (Sections 12.21A17 & 12.21 C10 of LAMC)?:

Is the property subject to Section 12.37 of the LAMC? :

Is the project in the Historic Overlay Preservation Zone? :

Does the project adjoin a State Highway?

Is the project within 100' of the intersection of the intersection of the building lines of a corner lot?

(Per Section 91.106.4.7.1 of LAMC)

Is the project within a streetscape area?

**The Preliminary Land Use Report does not provide preliminary information for projects subject to the Baseline Hillside Ordinance. (Obtain a Hillside Referral Form from BOE for Hillside Ordinance project requirements.)**

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**DEDICATIONS**

Street/Alley	Classification	Ex Full R/W	Req Full R/W	Ex Adj. Half R/W	Req Adj. Half R/W	Adjacent Dedication Required	Required under 12.37	Required under a DCP Referred Planning Action

Corner	Classification	Dimensions	Required under 12.37	Required under a DCP Referred Planning Action

## ADDITIONAL NOTES:

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**IMPROVEMENTS**

Street/Alley	Classification	Ex Full Roadway	Req Full Roadway	Ex adjacent half Roadway	Required adjacent Half Roadway	Missing Improvements	Exist. Trees	Exist. CB	Potential Widening	Required under 12.37	Required under a DCP Referred Planning Action

Corner	Classification	Provide/ Upgrade Corner Ramp	Required under 12.37	Required under a DCP Referred Planning Action

**Street Trees:** If the recommendation for Street Widening is marked “Yes”, street tree removals may be required. Street Tree removals must be approved by the Board of Public Works. Applicants shall contact the Urban Forestry Division (UFD) of StreetsLA at (213)-847-3077 before proceeding with the Master Land Use Application. Applicants are also advised to contact Urban Forestry Division (UFD) of Streets LA for proposed driveway location impacting existing street trees.

**ADDITIONAL NOTES:**

CONSTRUCT NEW AC PAVEMENT, NEW FULL HEIGHT CURB, GUTTER, AND SIDEWALK ALONG SEWARD ST, ROMAINE ST, & HUDSON AVE. REPAIR DAMAGED, CRACKED, OFF-GRADE SIDEWALK ALONG SEWARD ST, ROMAINE ST, & HUDSON AVE PER LA CITY STANDARDS. FILL IN NEWLY DEDICATED AREA WITH CONCRETE SIDEWALK AND REPAIR DAMAGED, CRACKED, OFF-GRADE SIDEWALK PER LA CITY STANDARDS. CONSTRUCT NEW CURB RAMPS AT THE INTERSECTION PER BOE STANDARD PLAN S-442-6 AND BOE SPECIAL ORDER 04-0222. CLOSE ANY UNUSED, NON-STANDARD DRIVEWAY APPROACHES AND CONSTRUCT NEW APPROACHES PER LA CITY STANDARD PLAN NO. S-440-4.



**Removal/Replacement of Existing Improvements:** In all cases, applicants may be required to close any unused driveways; remove and replace sidewalks not compliant with ADA requirements; and install/replace public improvements such as driveway aprons and access ramps to meet ADA requirements. In cases referred to BOE by DCP, applicants may also be required to remove and replace broken, off-grade, or bad order curb, gutter, driveways, sidewalks, or alley/street pavement.

**Newly Dedicated Areas:** In all cases referred by DCP to BOE, applicant may be required to fill in newly dedicated areas with concrete sidewalk, and will be required to remove or obtain Revocable Permit for any encroachments. In cases not referred but subject to L.A.M.C. Section 12.37, where there is existing sidewalk, applicant will have the option to either: fill in newly dedicated areas with concrete sidewalk, obtain revocable permit for existing or new encroachments, or install/retain standard plant materials such as grass.

**Other Public Improvements:** Planning Cases may also have requirements for Public Improvements determined by Bureau of Street Lighting (BSL), Urban Forestry Division (UFD) of StreetsLA, and Los Angeles Department of Transportation (LADOT)

## SEWERS

Does the lot have a legal connection to the sewer?

Distance from subject lot to the nearest mainline sewer?

\_\_\_\_\_ Ft.

Sewers Exist in the following Rights-of-Way	Street/R/W	Street/R/W	Street/R/W	Street/R/W
Enter street names (select from options provided above)				

Sewer easement within the project site?

Sewer facilities within easements?

ADDITIONAL NOTES:

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## STORM DRAINS

Are there storm drain catch basins existing in the right-of-way adjacent to the project site?

\_\_\_\_\_ (Number)

Storm Drain easement within the project site?

Storm Drain facilities within easements?

ADDITIONAL NOTES:

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Reference Number: \_\_\_\_\_

ADDITIONAL NOTES (cont.):

\_\_\_\_\_  
\_\_\_\_\_

**NOTE:** This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section (LAMC) 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

For City Planning Cases, a formal investigation and engineering report may be required, if so determined by the City Planning Department. If so, the Engineering Report will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Engineering Report.

For cases not referred by City Planning to BOE, requirements of LAMC Section 12.37 may be applicable. To determine requirements of LAMC Section Section 12.37, a formal investigation and engineering report may be required during the Building Permit Plan Check clearance process as applicable. If so, the Highway Dedication (“R3”) letter will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Highway Dedication (“R3”) letter. [LAMC Section 12.37 provides for minimum dedication and improvement requirements which do not preclude conditions established by City Planning actions]

Prepared by: \_\_\_\_\_

Date: \_\_\_\_\_

Reviewed by: \_\_\_\_\_

Date: \_\_\_\_\_



## **Appendix C – LADOT’s Plans, Policies, and Consistency Worksheet for the Project**



## Attachment D: Plan, Policy, and Program Consistency Worksheet

## Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

**Threshold T-1:** Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e. ☐ **Yes** or ☐ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

### I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☒ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☒ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☒ Yes ☐ No

### II. PLAN CONSISTENCY ANALYSIS

#### A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:



## Plan, Policy, and Program Consistency Worksheet

**Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets.** Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

**Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure.** Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

**Mobility Plan 2035 Policy 3.2 – People with Disabilities.** Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

### Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.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? ☐ Yes ☒ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☐ Yes ☐ No ☒ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ☒ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ Yes ☐ No ☒ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Seward St - Frontage 1 Existing PROW'/Curb' : Existing 60' Required 67' Proposed 60'

Romaine St - Frontage 2 Existing PROW'/Curb' : Existing 60' Required 65' Proposed 62'

Hudson Avenue - Frontage 3 Existing PROW'/Curb' : Existing 60' Required 62' Proposed 60'

Frontage 4 Existing PROW'/Curb' : Existing \_\_\_\_\_ Required \_\_\_\_\_ Proposed \_\_\_\_\_

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

**No, the project is not along any of the following networks.**



## Plan, Policy, and Program Consistency Worksheet

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.<sup>1</sup>

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services? **No, the project is not within a Metro Bike Share service area.**

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

## B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

### B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

**Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets.** *Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

**Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure.** *Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

**Mobility Plan 2035 Policy 3.2 – People with Disabilities.** *Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

**Mobility Plan 2035 Policy 2.10 – Loading Areas.** *Facilitate the provision of adequate on and off-site street loading areas.*

### **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

<sup>1</sup> LADOT Transportation Assessment Support Map <https://arcg.is/fubbbD>





## Plan, Policy, and Program Consistency Worksheet

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☒ Yes ☐ No

**Project proposes a two foot sidewalk widening along Romaine Street.**

**B.2 Driveway Access**

These questions address potential conflict with:

***Mobility Plan 2035 Policy 2.10 – Loading Areas.*** Facilitate the provision of adequate on and off-site street loading areas.

***Mobility Plan 2035 Program PL.1. Driveway Access.*** Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

***Citywide Design Guidelines - Guideline 2:*** Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

**Site Planning Best Practices:**

- Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.
- Minimize both the number of driveway entrances and overall driveway widths.
- Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.
- Orient vehicular access as far from street intersections as possible.
- Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).
- Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet<sup>2</sup> along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

<sup>2</sup> for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.



## Plan, Policy, and Program Consistency Worksheet

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ Yes ☒ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

### Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.<sup>3</sup>

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ Yes ☒ No ☐ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ Yes ☒ No ☐ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

<sup>3</sup> LADOT Transportation Assessment Support Map <https://arcg.is/fubbbD>



## Plan, Policy, and Program Consistency Worksheet

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

### C. Network Access

#### C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

***Mobility Plan Policy 3.9 Increased Network Access: Discourage the vacation of public rights-of-way.***

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☒ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ No ☒ N/A

#### C.2 New Cul-de-sacs

These questions address potential conflict with:

***Mobility Plan 2035 Policy 3.10 Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.***

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☒ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ No ☒ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

### D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

***Mobility Plan 2035 Policy 3.8 – Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.***

***Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.***



## Plan, Policy, and Program Consistency Worksheet

**Mobility Plan 2035 Policy 4.13** – Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount<sup>4</sup> as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☒ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☐ Yes ☒ No ☐ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☒ Yes ☐ No

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☒ Yes ☐ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☒ Yes ☐ No ☐ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

<sup>4</sup> The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.



### Plan, Policy, and Program Consistency Worksheet

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

## E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

☐ Yes ☒ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

☐ Yes ☒ No ☐ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

☒ Yes ☐ No ☐ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

## Appendix D – VMT Calculator

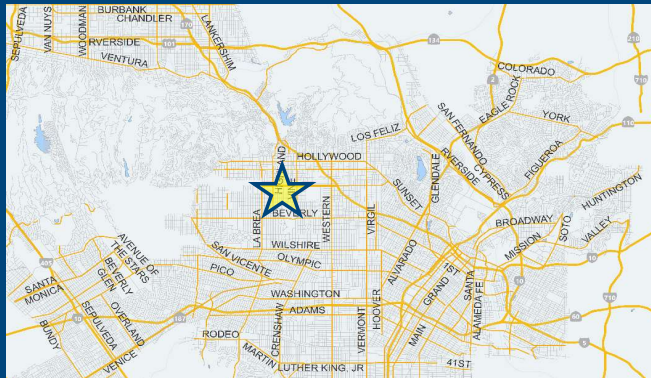
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



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

## Project Information

Project: Seward Storage  
 Scenario: Baseline  
 Address: 956 N SEWARD ST, 90038



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
Industrial   Warehousing/Self-Storage	40	ksf
Industrial   Warehousing/Self-Storage	40	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
Industrial   Warehousing/Self-Storage	167.765	ksf
Office   General Office	1.1	ksf
Industrial   Warehousing/Self-Storage	167.765	ksf

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

## Project Screening Summary

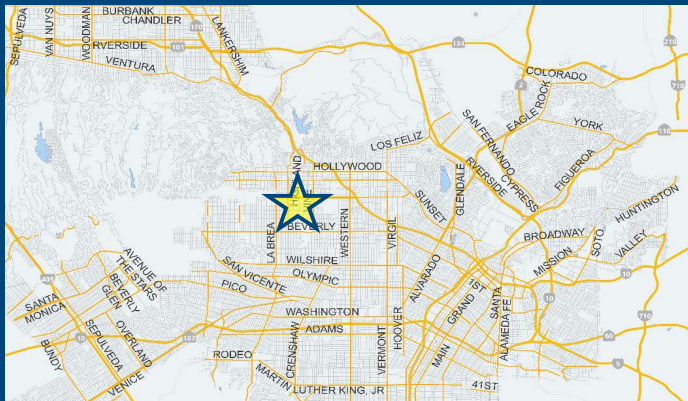
Existing Land Use	Proposed
73 Daily Vehicle Trips	314 Daily Vehicle Trips
536 Daily VMT	2,309 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	241 Net Daily Trips
The net increase in daily VMT ≤ 0	1,773 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
<b>The proposed project is not required to perform VMT analysis.</b>	

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



## Project Information

Project: Seward Storage  
 Scenario: Baseline  
 Address: 956 N SEWARD ST, 90038



## 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
314 Daily Vehicle Trips	314 Daily Vehicle Trips
2,309 Daily VMT	2,309 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 = 6.0 15% Below APC	Household: N/A Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 25, 2023

Project Name: Seward Storage

Project Scenario: Baseline

Project Address: 956 N SEWARD ST, 90038



Version 1.4

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0.000	ksf
	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	1.100	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	167.765	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

Project and Analysis Overview

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 25, 2023

Project Name: Seward Storage

Project Scenario: Baseline

Project Address: 956 N SEWARD ST, 90038



Version 1.4

Analysis Results			
Total Employees: 60			
Total Population: 0			
Proposed Project		With Mitigation	
314	Daily Vehicle Trips	314	Daily Vehicle Trips
2,309	Daily VMT	2,309	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: 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	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 25, 2023

Project Name: Seward Storage

Project Scenario: Baseline

Project Address: 956 N SEWARD ST, 90038



Version 1.4

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)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 25, 2023

Project Name: Seward Storage

Project Scenario: Baseline

Project Address: 956 N SEWARD ST, 90038



Version 1.4

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	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
	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%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 25, 2023

Project Name: Seward Storage

Project Scenario: Baseline

Project Address: 956 N SEWARD ST, 90038



Version 1.4

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 25, 2023

Project Name: Seward Storage

Project Scenario: Baseline

Project Address: 956 N SEWARD ST, 90038



Version 1.4

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 25, 2023  
 Project Name: Seward Storage  
 Project Scenario: Baseline  
 Project Address: 956 N SEWARD ST, 90038



Version 1.4

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 25, 2023  
 Project Name: Seward Storage  
 Project Scenario: Baseline  
 Project Address: 956 N SEWARD ST, 90038



Version 1.4

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

#### Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
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	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

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



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: October 25, 2023

Project Name: Seward Storage

Project Scenario: Baseline

Project Address: 956 N SEWARD ST, 90038



Version 1.4

### 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	7.1	0	0
Home Based Other Production	0	0.0%	0	4.9	0	0
Non-Home Based Other Production	86	-4.7%	82	7.5	645	615
Home-Based Work Attraction	86	-27.9%	62	9.1	783	564
Home-Based Other Attraction	173	-49.1%	88	6.6	1,142	581
Non-Home Based Other Attraction	86	-4.7%	82	6.7	576	549

### 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%	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%	82	615	0.0%	82	615
Home-Based Work Attraction	0.0%	62	564	0.0%	62	564
Home-Based Other Attraction	0.0%	88	581	0.0%	88	581
Non-Home Based Other Attraction	0.0%	82	549	0.0%	82	549

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 60

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	564	564
Total Home Based VMT Per Capita	N/A	N/A
Total Work Based VMT Per Employee	N/A	N/A

## Appendix E - LADOT Email Correspondence

Re: FW: Order Confirmation

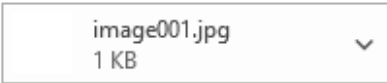


Wes Pringle <wes.pringle@lacity.org>  
To: Forinash, Laura  
Cc: Pastelin, Angelo

Reply   Reply All

External

This sender wes.pringle@lacity.org is from outside your organization.  
If there are problems with how this message is displayed, click here to view it in a web browser.  
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.



Start your reply all with: [Thank you for the clarification.](#) [Okay, thank you!](#) [Ok, thanks.](#) [Feedback](#)

Hi Laura,

The overall conclusion that a traffic study is not needed does not change with the addition of one trip.

Wes

On Mon, Sep 25, 2023 at 8:30 AM Forinash, Laura <Laura.Forinash@kimley-horn.com> wrote:

Hi Wes,

We’ve had a slight change in the project’s square footage generating an additional 1 daily trip for the Project. Would this change require a resubmittal of the referral form?

Thank you,

Laura

From: Wes Pringle <wes.pringle@lacity.org>  
Sent: Wednesday, July 26, 2023 5:09 PM  
To: Pastelin, Angelo <Angelo.Pastelin@kimley-horn.com>  
Cc: Forinash, Laura <Laura.Forinash@kimley-horn.com>