

Appendix I

Transportation

Appendix I.1

Transportation Assessment



MEMORANDUM

TO: Russell Hasan, Eduardo Hermoso, and Eder Romero,
Los Angeles Department of Transportation

FROM: Sean Mohn, Emily Wong, P.E., and Rebecca Avanesian

DATE: October 9, 2025

RE: Transportation Assessment for
9000 Airport Boulevard
Los Angeles, California

Ref: J2074

This memorandum presents the transportation assessment for the proposed 9000 Airport Boulevard Project (Project) located at 9000-9160 South Airport Boulevard, 5801-5881 West Arbor Vitae Street, 5820-5880 West Interceptor Street, and 8941 and 8940-9000 South Interceptor Street (Project Site) in the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project proposes to construct one of two possible building plans for industrial warehouse buildings with ancillary office space. The single building option (Option 1) would be comprised of up to 435,390 square feet (sf) of combined industrial warehouse and office space. The three-building option (Option 2) would be comprised of up to 410,056 sf of combined industrial warehouse and office space. The Project would replace an existing 37,860 sf rental car facility and associated surface parking areas.

Vehicular access to the Project Site under Option 1 would be provided via driveways on Airport Boulevard, Arbor Vitae Street, and Interceptor Street. Two separate emergency vehicle access driveways would be provided along Interceptor Street. Under Option 1, 274 vehicle parking spaces and 90 trailer parking spaces would be provided within surface parking areas. In addition, 44 short-term and 52 long-term bicycle parking spaces would be provided on-site. Pedestrian and bicycle access under Option 1 would be provided via separate pedestrian entrances along Airport Boulevard and Arbor Vitae Street.

Vehicular access to the Project Site under Option 2 would be provided via driveways on Airport Boulevard, Arbor Vitae Street, and Interceptor Street. Emergency vehicle access would be provided via the easternmost driveway along Arbor Vitae Street. Under Option 2, 369 vehicle parking spaces would be provided within surface parking areas. In addition, Option 2 would include 17 loading dock doors at each building and 41 short-term and 50 long-term bicycle parking spaces would be provided on-site.

The Project is anticipated to be completed in Year 2027. The conceptual site plans for Option 1 and Option 2 are provided in Figure 1A and Figure 1B, respectively.

PROJECT LOCATION

The Project Site, contained within Assessor Parcel Number 4125-010-016, is located within the *Coastal Transportation Corridor Specific Plan* (Los Angeles Department of City Planning [LADCP], Amended 2019) and the *Westchester-Playa del Rey Community Plan* (LADCP, Amended 2016) areas of the City, within City Council District 11. As shown in Figure 2, the Project Site is bounded by Interceptor Street to the north, residential uses and surface parking to the east, Arbor Vitae Street to the south, and Airport Boulevard to the west. The Project is located less than 1.0 miles west of I-405. Local access to the Project Site is primarily provided by Airport Boulevard and Arbor Vitae Street.

The Project Site is located adjacent to the intersection of Airport Boulevard & Arbor Vitae Street/Westchester Parkway, which currently provides bus stops for Los Angeles County Metropolitan Transportation Authority (Metro) Local 40 (OWL Route), 102, and 117, Santa Monica Big Blue Bus 3, and Culver CityBus 6 with intersecting service with peak period headways of 20 minutes or less. Therefore, the intersection of Airport Boulevard & Arbor Vitae Street/Westchester Parkway would qualify as a Major Transit Stop, as defined in Section 21064.3 of the Public Resources Code (PRC) as an existing, under construction, or planned rail station or intersection of two or more bus routes with service intervals of 20 minutes¹ or less during the morning and afternoon commuter peak periods. The Project Site is also located within 0.50 miles of the Los Angeles International Airport (LAX)/Metro Transit Center Station at the intersection of Aviation Boulevard & 96th Street and would be located along the Metro Rail C and K Lines and, thus, would also qualify as a Major Transit Stop. As such, the Project Site is located within a Transit Priority Area (TPA), which is defined in Section 21099(a) of the PRC as an area within 0.50 miles of a Major Transit Stop that is existing or planned.

STUDY SCOPE

The scope of assessment was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, August 2022) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following). The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) that was reviewed and approved by LADOT in June 2025 and is provided in Attachment A.

As detailed in the approved MOU, the Project generates a net reduction in daily trips under both Options. Therefore, further CEQA vehicle miles traveled (VMT) analysis and non-CEQA access and circulation analysis is not required for either Project Option.

¹ Section 21064.3 of the PRC was amended by California State Assembly Bill 2553 (Friedman, 2024), which revised the definition of a Major Transit Stop to increase the frequency of service interval from 15 minutes to 20 minutes.

EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Area². The Existing Conditions analysis includes an assessment of the existing street system, public transit service, and pedestrian and bicycle circulation at the time of the Notice of Preparation (August 2024)³.

Existing Transportation Conditions

The following details the existing transportation infrastructure and conditions in the Project Area, including freeway and street systems and transit service, as well as pedestrian and bicycle circulation.

Existing Street System

The existing street system that serves the Project Area consists of a regional roadway system including freeways, arterials, and local streets that provide regional, sub-regional, or local access and circulation to the Project Site. These transportation facilities generally provide two to six travel lanes. Typically, the speed limits range between 25 and 35 miles per hour (mph) on streets within the Project Area and 65 mph on freeways.

Street classifications are designated in *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (the Mobility Plan). The Mobility Plan defines specific street standards in an effort to provide an enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the Mobility Plan, street classifications are defined as follows:

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
 - o Boulevards represent the widest Arterial Streets that typically provide regional access to major destinations and include two categories:
 - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph and generally includes a right-of-way (ROW) width of 136 feet and pavement width of 100 feet.

² As detailed in Section 4.3 of the TAG, the Project Area is generally defined as the area within a 0.25-mile radius of the Project Site.

³ Due to the recent opening of the LAX/Metro Transit Center in June 2025, the public transit service analysis reflects transit service in the Project area as of August 2025.

- Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph and generally includes a ROW width of 110 feet and pavement width of 80 feet.
- o Avenues are typically narrow Arterial Streets that pass through both residential and commercial areas and include three categories:
 - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph and a ROW width of 100 feet and pavement width of 70 feet.
 - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph and a ROW width of 86 feet and pavement width of 56 feet.
 - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph and a ROW width of 72 feet and pavement width of 46 feet.
- Collector Streets are generally located in residential neighborhoods and provide access to and from Arterial Streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with an operating speed of 25 mph and a ROW width generally of 66 feet and pavement width of 40 feet.
- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Pavement widths may vary between 30-36 feet within a ROW width of 50-60 feet. Local Streets include two categories:
 - o Continuous Local Streets connect to other streets at both ends
 - o Non-continuous Local Streets lead to a dead-end

The following major streets provide local access in the Project Area:

- Manchester Avenue – Manchester Avenue is a designated Boulevard II in the Mobility Plan. It travels in the east-west direction and is located north of the Project Site. It provides four travel lanes, two in each direction, landscaped medians, left-turn lanes at intersections, and Class IV bike lanes on both sides of the roadway within the Project Area. On-street parking is not available on the street within the Project Area. Travel lanes are generally 10 feet wide, and the total paved width of the street is approximately 80 feet.
- Interceptor Street – Interceptor Street is a designated Local Street in the Mobility Plan. It travels partially adjacent to the western and eastern boundaries of the Project Site and adjacent to the northern boundary of the Project Site. It generally runs in the east-west direction and provides two travel lanes, one in each direction. Unmetered parking is generally available on both sides of the street within the Project Area. Travel lanes are generally 12 feet wide, and the total paved width of the street is approximately 36 feet.
- Airport Boulevard – Airport Boulevard is a designated Boulevard II in the Mobility Plan. It travels in the north-south direction and is located adjacent to the western boundary of the Project Site. It provides five travel lanes, two to three lanes in each direction, with a two-way

left-turn median and left-turn lanes at signalized intersections. On-street parking is not available on the street within the Project Area. Class IV protected bike lanes are provided on both sides of the street between Arbor Vitae Street and Interceptor Street, and Class II bike lanes are provided between Interceptor Street and Manchester Avenue within the Project Area. Travel lanes are generally 10 feet wide, and the total paved width of the street is approximately 78 feet.

- Arbor Vitae Street – Arbor Vitae Street is a designated Modified Boulevard II in the Mobility Plan. It travels in the east-west direction and is located adjacent to the southern boundary of the Project Site. It provides four travel lanes, two lanes in each direction, with a two-way left-turn median and left-turn lanes signalized intersections. Limited on-street parking is available on the street within the Project Area. Travel lanes are generally 10 feet wide, and the total paved width of the street is approximately 95 feet.
- 96th Street – 96th Street is a designated Modified Collector in the Mobility Plan. It travels in the east-west direction and is located south of the Project Site. It provides two to four travel lanes in each direction. Class II bike lanes are provided west of Airport Boulevard. On-street parking is not available on the street within the Study Area. Travel lanes are generally 13 feet wide, and the total paved width of the street is approximately 60 feet.
- Aviation Boulevard – Aviation Boulevard is a designated Modified Boulevard II in the Mobility Plan. It travels in the north-south direction and is located east of the Project Site. It provides four travel lanes, two in each direction and left-turn lanes at signalized intersections. Limited on-street metered parking is available on the east side of the street within the Project Area. Travel lanes are generally 10 feet wide, and the total paved width of the street is approximately 55 feet.

Figure 3 shows the existing mobility facilities at the four intersections closest to the Project Site, including bus stops, Americans with Disabilities Act (ADA) compliant curb ramps, and additional facilities.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by Walk Score and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the area is approximately 57 points.⁴

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. They connect to accessible crossings at signalized intersections within the Project Area. Figure 4 presents an inventory of pedestrian attractors within a 0.25-mile walking distance from the Project Site.

⁴ Walk Score (www.walkscore.com) rates the Project Site with a score of 57 of 100 possible points (scores accessed on September 9, 2024 for 9000 Airport Boulevard). Walk Score calculates the walkability of specific addresses by considering the ease of living in the neighborhood with a reduced reliance on automobile travel.

Existing Bicycle System

The Mobility Plan and *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (LADCP, Adopted March 2011) (2010 Bicycle Plan) guide implementation of bicycle infrastructure. The Mobility Plan consists of a Bicycle Enhanced Network (Low-Stress Bikeway System) (BEN) and a Bicycle Lane Network (BLN). The BEN is a subset of and supplement to the 2010 Bicycle Plan and is comprised of a network of streets that prioritize bicyclists and provide bicycle paths (Class I) and protected bicycle lanes (Class IV). The BLN consists of Class II bicycle lanes, a component of street design with dedicated striping to separate vehicular traffic from bicycle traffic, and Class III bicycle lanes (sharrows), where motorists and bicyclists share the roadway and there is no separated striping for bicycle travel.

Currently, within the Project Area, Class IV bicycle lanes are provided along Manchester Avenue and Airport Boulevard between Arbor Vitae Street and Interceptor Street, and Class II bicycle lanes are provided along Airport Boulevard between Interceptor Street and Manchester Avenue and 96th Street west of Airport Boulevard. Existing transportation facilities in the Project Area are detailed in Figure 5.

Existing Transit System

The Project Study Area is served by bus lines, including Big Blue Bus 3, Culver CityBus 6 and Rapid 6, Metro Local 40 (OWL Route), 102, 111, 117, 120, and 232. Figure 6 illustrates the existing transit service and transit stops within the Project Area. Table 1 summarizes the transit lines operating in the Project Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and the peak period frequencies of service, which are measured during the combined seven-hour morning (6 AM to 9 AM) and afternoon (3 PM to 7 PM) peak periods, as defined by the Southern California Association of Governments [SCAG] and the City). In addition, as previously detailed, the Project Site is located adjacent to a Major Transit Stop at the intersection of Airport Boulevard & Arbor Vitae Street/Westchester Parkway, which provides bus stops for Metro Local 40 (OWL Route), 102, and 117 and Culver CityBus 6, and is also located within 0.50 miles of the LAX/Metro Transit Center, which provides stops for the Metro C and K Lines as well as numerous bus lines.

Vision Zero

As described in the City's *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. None of the streets adjacent to the Project Site have been identified as part of the HIN. Within the Project Area, Manchester Avenue, 0.3 miles north of the Project Site, is identified as part of the HIN.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

This section describes anticipated changes in the built environment or transportation system that may affect vehicular, pedestrian, or bicycle access to and from the Project Site.

Related Projects

In accordance with the CEQA Guidelines, this study considered the effects of the Project on other developments either proposed, approved, or under construction (collectively, the Related Projects). Including this analysis step, the potential impact of the Project was evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. In accordance with the procedures outlined in the TAG, Related Projects generally within 0.50 miles of the Project Site are considered for analysis. The list of Related Projects is based on information provided by LADCP and LADOT at the time of the Notice of Preparation, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 2 and their approximate locations are shown in Figure 7.

Future Infrastructure Improvements

The analysis of Future Conditions accounted for the following roadway improvements that are or would be funded and are reasonably expected to be implemented prior to the buildout of the Project in Year 2027. The future infrastructure improvements are illustrated in Figure 8. Other proposed traffic / trip reduction strategies such as transportation demand management (TDM) programs for individual buildings and developments were omitted from the Future Conditions analyses.

Metro K Line Northern Extension. The Metro K Line Extension project would extend the Metro K Line route north from its current terminus at the Crenshaw/Expo Station, which provides a connection to the Metro E Line, north to Miracle Mile, with a connection to the Metro D Line, and Hollywood, with a connection to the Metro E Line. The Metro K Line Extension would link the South Bay, LAX, South Los Angeles, and Inglewood to Mid-City, Central Los Angeles, West Hollywood, and Hollywood. The environmental review process is currently underway, and completion of the Metro K Line Extension is anticipated in Year 2049.

LAX APM. The LAX APM is a 2.25-mile elevated guideway transit system proposed as part of the LAX Landside Access Modernization Program. The LAX APM would connect passengers between LAX and new off-site parking, car rental, and transit facilities. The Project Site is located less than 0.40 miles from the LAX APM Intermodal Transportation Facility station proposed on 96th Street west of Airport Boulevard. The APM is anticipated to be fully operational in Year 2026.

Mobility Plan. The Mobility Plan identifies key corridors as components of various “mobility-enhanced networks.” Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation. However, the following mobility-enhanced networks included corridors within or near the Project Area and depicted in Figure 9:

- Transit Enhanced Network (TEN): The TEN aims to improve existing and future bus services through reliable and frequent transit service in order to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. Sepulveda Boulevard and Century Boulevard in the Project Area have been designated as part of the TEN.
- Neighborhood Enhanced Network (NEN): The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. Arbor Vitae Street, 96th Street, and Century Boulevard in the Project Area have been designated as part of the NEN.
- BEN/BLN: Manchester Avenue and Aviation Boulevard near the Project site and Arbor Vitae Street adjacent to the Project site are part of the BEN. No roadways within the Project area have been designated as part of the BLN.
- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. Airport Boulevard south of the Project site, Century Boulevard, 96th Street, and Aviation Boulevard in the Project Area have been designated as part of the PED.

Per the City's *Los Angeles Safe Streets for All Initiative* (Ordinance No. 188198), adopted in April 2024, should the City make any improvement to a street segment of at least 0.125 miles in length, the street enhancements of the "mobility-enhanced networks" as described above shall also be installed along that segment as part of the improvements undertaken by the City.

PROJECT TRAFFIC

The number of vehicle trips expected to be generated by the Project was estimated using the rate published for the high-cube fulfillment center warehouse (sort)⁵ and general office building land uses in *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021). These rates are based on surveys of similar land uses at sites around the country. The rates were utilized to calculate the number of vehicle trips traveling to and from the Project Site during the morning and afternoon peak hours relative to the size of development. The general light industrial land use includes trip rates for passenger vehicles and truck trips.

The fleet mix assumptions from the South Coast Air Quality Management District's *Warehouse Truck Trip Study Data Results and Usage* (July 2014) were applied to the truck trip generation estimates based on *Trip Generation Manual, 11th Edition*. The truck trips were then converted to passenger-car equivalence (PCE) trips by applying PCE factors based on the number of axles.

⁵ Based on a review of peak hour trip rates and vehicle classification splits for warehouse and industrial land uses, the assumptions applied based on the "high-cube fulfillment center warehouse (sort)" land use from *Trip Generation Manual, 11th Edition* result in the most conservative peak hour trip generation estimates.

As previously detailed, the Project is located within 0.50 miles walking distance of a Major Transit Stop. Therefore, in consultation with LADOT, a conservative 5% transit / walk-in reduction was applied to trip estimates generated by the Project's office land use to account for transit usage and walking arrivals from the surrounding neighborhoods.

The trips generated by the existing rental car facility were estimated based on empirical studies conducted at the Project Site.

As detailed in Table 3A, after accounting for the reductions above, Option 1 is anticipated to result in 87 net new morning peak hour PCE trips (187 PCE inbound trips, -100 PCE outbound trips) and a 153 net new afternoon peak hour PCE trips (-8 inbound PCE trips, 161 outbound PCE trips). As detailed in Table 3B, Option 2 is anticipated to result in 68 net new morning peak hour PCE trips (174 inbound PCE trips, -106 outbound PCE trips) and 124 net new afternoon peak hour PCE trips (-23 inbound PCE trips, 147 outbound PCE trips).

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

The TAG defines the methodology for analyzing a project's transportation impacts in accordance with *State of California Senate Bill 743* (Steinberg, 2013) (SB 743) made effective in January 2014, which required the Governor's Office of Planning and Research to change the CEQA Guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from driver delay (level of service) to VMT in order to reduce greenhouse gas emissions, create multimodal networks, and promote mixed-use developments, especially those that promote walking and bicycling trips.

The TAG and CEQA Guidelines Appendix G identify three CEQA thresholds applicable to the Project for identifying significant transportation impacts in accordance with SB 743:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

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

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, Plans, Policies, and Programs Consistency Worksheet, provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The Plans, Policies, and Programs Consistency Worksheet for the Project is provided in Attachment B.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with and does not conflict with the City's development policies and standards would generally be considered to be consistent. As detailed in Attachment B, the Project is generally consistent with the City

documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. A detailed discussion of the plans, programs, ordinances, or policies related to the Project is provided below.

Mobility Plan

The Mobility Plan combines “complete street” principles with the following five goals that define the City’s mobility priorities:

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice.
- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.
- Access for all Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future.
- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project’s consistency with the specific policies of the Mobility Plan is provided in Table 4. As previously detailed, the Mobility Plan identifies key corridors within the Project Area as components of various “mobility-enhanced networks”. Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles.

With the development of the Project, Airport Boulevard and Arbor Vitae Street along the Project frontage would provide improved pedestrian safety through Project lighting and landscaping. The sidewalk adjacent to the Project Site on Airport Boulevard and Arbor Vitae Street would provide for a comfortable pedestrian network, improving connections to the Project, transit facilities, and other pedestrian attractors in the area.

Vehicular access to the Project Site under Option 1 would be provided via driveways on Airport Boulevard, Arbor Vitae Street, and Interceptor Street. Two emergency vehicle access driveways would be provided along Arbor Vitae Street and Interceptor Street.

Vehicular access to the Project Site under Option 2 would be provided via driveways on Airport Boulevard, Arbor Vitae Street, and Interceptor. Emergency vehicle access would be provided via one driveway along Arbor Vitae Street.

Option 1 would utilize the existing driveway location along Airport Boulevard, while Option 2 proposes the replacement of the existing driveway with the construction of a new vehicle driveway on Airport Boulevard. The driveways along Airport Boulevard would intersect an existing protected bike lane. However, the Project would ensure the driveways are improved and/or constructed to provide sufficient visibility between drivers, cyclists, and pedestrians. Long-term and short-term bicycle parking facilities would be provided within the Project site per the Los Angeles Municipal Code (LAMC). These measures would promote active transportation modes such as biking and walking, thereby reducing the Project VMT compared to the average for the area. As previously detailed, the Project would be located near local bus stops served by Big Blue Bus, Culver CityBus, Beach Cities Transit, and Metro, as well as in proximity to Metro Rail C and K Lines and the LAX APM Intermodal Transportation Facility stops.

Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, November 2021) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with *Plan for a Healthy Los Angeles* is provided in Table 5. In summary, the Project supports healthy lifestyles by complying with all ADA requirements and providing connections to pedestrian amenities. Further, the Project locates employment opportunities near high-frequency transit and provides bicycle parking and convenient pedestrian access. The Project would not remove or replace any residential properties. It would also result in a net reduction of VMT per capita. Thus, the Project would be consistent with the goals of *Plan for a Healthy Los Angeles*.

Land Use Element of the General Plan

The City's General Plan Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across the City. The Project is located within the *Westchester-Playa del Rey Community Plan* area.

A detailed analysis of the Project's consistency with the *Westchester-Playa del Rey Community Plan* is provided in Table 6.

The City's *Coastal Transportation Corridor Specific Plan* establishes a transportation mitigation program that reprioritizes transportation improvements, reducing VMT, improving mobility options, and enhancing mobility and connectivity along key transportation corridors. The Project would generate a net reduction in VMT and would incorporate elements to promote alternative transportation, including developing an employment opportunity within a TPA. Furthermore, the Project would not preclude the City from incorporating any transportation improvements identified in the *Coastal Transportation Corridor Specific Plan*. Thus, the Project would not conflict with the *Coastal Transportation Corridor Specific Plan*.

LAMC Section 12.21A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. In accordance with the requirements of the LAMC, the Project would provide a total of either 96 bicycle parking spaces, including 44 short-term and 52 long-term bicycle parking spaces, (Option 1) or 91 bicycle parking spaces, including 41 short-term and 50 long-term bicycle parking spaces (Option 2).

LAMC Section 12.26G (TDM Ordinance)

LAMC Section 12.26G, the TDM Ordinance (1993), establishes TDM requirements for projects with at least 25,000 sf of non-residential gross floor area. The Project is proposing more than 25,000 sf of non-residential floor area and, therefore, would be subject to the requirements of the TDM Ordinance, which include but are not limited to: bicycle parking in accordance with LAMC 12.21A, displaying local transit information to promote and market alternative transportation modes and choices, designated carpool parking spaces and loading/unloading areas, and safe pedestrian circulation. Thus, the Project would be consistent with the requirements of LAMC Section 12.26G.

Vision Zero

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The City has identified a number of streets as part of the HIN where improvement projects will be targeted. The Project Site is not located along any streets identified in the HIN. Nevertheless, the Project would not preclude the City from implementing Vision Zero improvements. Thus, the Project does not conflict with Vision Zero.

Citywide Design Guidelines for Residential, Commercial, and Industrial Development

The Pedestrian-First Design approach of *Citywide Design Guidelines* (LADCP Urban Design Studio, October 2019) identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. *Citywide Design Guidelines* is organized around six design objectives. *City of Los Angeles Urban Design Principles* (LADCP, 2011) aims to improve mobility in the City through travel mode choices.

Pedestrian-First Design promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety.

The Pedestrian-First Design guidelines are as follows:

- Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.
- Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

- Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is provided in Table 7.

With Project completion, an approximately 15-foot landscaped setback under Option 1 and a 45.5-foot landscaped setback under Option 2 would be provided along portions of the northern boundary of the Project Site along Interceptor Street; a 15-foot landscaped setback would be provided along the western boundary of the Project Site along Interceptor Street under both Project options; a minimum 10-foot landscaped setback would be provided along both Airport Boulevard and Arbor Vitae Street, and a minimum five-foot setback would be provided along the east property line to include trees under both Project options. Additionally, the Project would provide landscaping to provide shade and a more comfortable and inviting mobility environment for pedestrians. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.

Cumulative Analysis

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.5 miles of the Project site and any transportation system improvements in the vicinity.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects would not interfere with any of the general policy recommendations and, therefore, there would be no significant Project impact or cumulative impact.

THRESHOLD T-2.1 – CAUSING SUBSTANTIAL VMT

Threshold T-2.1 of the TAG analyzes whether a project causes substantial VMT and is generally applied to land use projects. Specifically, Threshold T-2.1 inquires whether a project would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1), which states that (for land use projects) "vehicle miles travelled exceeding an applicable threshold of significance may indicate a significant impact." This subdivision also states that a lead agency has discretion to choose the most appropriate method to evaluate a project's VMT.

VMT ANALYSIS

The TAG defines the methodology for analyzing a project's transportation impacts in accordance with SB 743. Daily vehicle trips and VMT are calculated using the *City of Los Angeles VMT Calculator Version 1.5* (LADOT, October 2024) (VMT Calculator), as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits.

VMT Screening Criteria

Section 2.2.2 of the TAG provides definitive guidance and direction regarding VMT screening criteria and analysis requirements for development projects, including land uses categorized as office and retail. Projects that require a discretionary action but answer no to either of the two following questions do not require further analysis, and a "no impact" determination can be made:

- 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?

Project VMT Analysis

Based on the screening criteria detailed above, the Project land use program⁶ was evaluated using LADOT's VMT Calculator. As shown in the MOU, the Project results in an overall net decrease of 1,500 daily vehicle trips and a net decrease of 9,118 daily VMT for Option 1. For Option 2, the Project results in an overall net decrease of 1,172 daily vehicle trips and a net decrease of 10,737 daily VMT. Therefore, the Project under either Option 1 or Option 2 does not meet the thresholds of 250 daily trips or a net increase in daily VMT that would require further VMT analysis. Therefore, a "no impact" determination can be made for the Project, and no mitigation measures would be required.

Cumulative Analysis. Cumulative effects of development projects are determined based on the consistency with the air quality and greenhouse gas reduction goals of *Connect SoCal – A Plan for Navigating to a Bright Future* (SCAG, Adopted April 2024) (RTP/SCS) in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2050 and balances the region's future mobility and housing needs with core goals related to economy, environment, mobility, and communities.

As detailed in Section 2.2.4 of the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas reduction goals of the RTP/SCS.

⁶ Based on a review of various daily trip rates and vehicle classification splits for warehouse and industrial land uses, the assumptions applied based on the VMT Calculator trip and employee rates for "light industrial" land use result in the most conservative analysis for the purposes of VMT screening.

The Project would not result in a significant VMT impact, as detailed above. Furthermore, the Project would be designed to further reduce single occupancy trips to the Project through various TDM measures, as required by the existing TDM Ordinance (LAMC Section 12.26G), including bicycle parking in accordance with LAMC Section 12.21A, displaying local transit information to promote and market alternative transportation modes and choices, designated carpool parking spaces, as well as loading and unloading areas, and safe pedestrian and bicycle connections to off-site facilities. Therefore, the Project is not anticipated to result in a significant cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

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

The potential increase in hazards due to a geometric design feature generally relates to the design of access points to and from a project site and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts, as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections.

Project access points were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Access Overview

As previously detailed, vehicular access to the Project Site would be provided via driveways located on Interceptor Street, Airport Boulevard, and Arbor Vitae Street. The driveways would provide access to Project vehicles and trucks and would be designed to provide queuing capacity for both vehicles and trucks to accommodate the anticipated Project demand.

Under Option 1, the Project would provide access to the parking areas via one truck access driveway and one vehicle access driveway along Interceptor Street, one truck access driveway along Airport Boulevard, and two vehicle access driveways along Arbor Vitae Street. Two additional emergency access would also be provided along Interceptor Street. Existing driveways along Interceptor Street, Airport Boulevard, and Arbor Vitae Street would be improved to accommodate Project access under Option 1. Option 1 would also require the construction of new curb cuts along Interceptor Street and Arbor Vitae Street.

Under Option 2, the Project would provide access to the parking areas via one vehicle access driveway along Interceptor Street, one shared vehicle and truck access driveway along Airport Boulevard, and one truck access driveway and two vehicle access driveways along Arbor Vitae Street. The existing driveway along Interceptor Street would be improved to accommodate Project access under Option 2. Option 2 would remove and replace the existing driveways with new curb cuts along Airport Boulevard and Arbor Vitae Street.

Pedestrian and bicycle access would be provided in both Options 1 and 2, separate from vehicular and truck access driveways.

Project Hazards Analysis

Potential Geometric Design Hazards. Option 1 would utilize the existing driveway location along Airport Boulevard, while Option 2 proposes the replacement of the existing driveway with the construction of a new vehicle driveway on Airport Boulevard. The driveways along Airport Boulevard would intersect the existing protected bicycle lane. However, the Project driveway would provide adequate sight distance for vehicles entering and departing the Project Site, as it would be placed perpendicular to the roadways. The remaining driveways would also intersect Interceptor Street, Airport Boulevard and Arbor Vitae at a right angle to maximize sight distance. Furthermore, under Option 1, the existing traffic signal would be modified to incorporate the Project driveway to limit potential impediments to traffic flow along Interceptor Street from trucks exiting the Project Site. Therefore, no unusual or new obstacles are presented in the design that would be considered hazardous.

As detailed in Tables 8A and 8B, the Project is estimated to generate up to 379 total morning peak hour vehicle trips and 340 total afternoon peak hour passenger vehicle trips, which would equate to approximately six vehicles per minute. In addition, the Project would generate up to four total truck trips during the morning and afternoon peak hours, which would equate to approximately one truck trip per 15 minutes. The vehicle and truck trips would be distributed to the various truck driveways proposed under each Project option. Furthermore, security gates and drive aisles would be placed and designed in accordance with City standards to maximize queue capacity and operational efficiency based on the anticipated demand.

A Queuing Model was developed based on a Poisson distribution of the estimated vehicular arrivals per minute to confirm that the proposed vehicle and truck gate locations and queuing areas would provide adequate capacity for inbound traffic. The Queuing Model was run multiple times to simulate thousands of peak hours of arrival patterns. The simulation results then were used to determine the maximum queue (and associated storage requirements) expected for the Project during the commuter peak hours, as well as during the Project's peak arrival window (9:30 AM to 10:30 AM). The processing times for each vehicle type (i.e., employee vehicles and trucks) were based on driveway studies conducted at similar development sites in the City. The processing times represent the upper end of the range for each vehicle type and are considered conservative when applied to every vehicle entering the Project Site. For the purposes of the analysis, it was conservatively assumed that each truck entering the Project Site would have a processing time of 30 seconds. Thus, one-lane gates would process two trucks per minute and two-lane gates would process four trucks per minute. Passenger vehicles entering the Project Site would have no gate controls and, therefore, would have a processing time of 3.6 seconds.

By applying the Poisson distribution pattern to the inbound hourly flow, the calculation will estimate the magnitude of queue lengths during peak demand. The peak hour inbound flow for each Project Option at each truck driveway was simulated 1,000 times to determine the maximum queue length that would result from each simulation test. The evaluation conservatively used the maximum queue length (i.e., 100th percentile) to determine the required queue length for each inbound lane.

Tables 4A and 4B detail the maximum queues at the truck driveways for each Project Option during the commuter peak hours and the Project's peak arrival window, based on the application of a Poisson Distribution arrival pattern. As shown in Tables 4A and 4B, the maximum queue at any of the Project driveways would not exceed one truck length. In the case of the shared vehicle/truck driveway along Airport Boulevard for Option 2, the maximum queue would not exceed two vehicle/truck lengths.

All driveways that serve truck access would have sufficient capacity under both Project Options to accommodate the estimated inbound and outbound traffic volume and, therefore, no hazards would occur related to operation of the driveway. Furthermore, should atypical circumstances result in the need to alleviate queuing at the driveways, the ability of the internal circulation area under both Project Options would be sufficient to temporarily accommodate queuing on-site.

Consistency with Modal Priority Networks. As previously summarized, adjacent to the Project Site, Arbor Vitae Street is part of the NEN and BEN. No planned improvements are scheduled to occur on the street. Access to the Project site would be provided via separate access points for pedestrian, truck, and passenger vehicles. Thus, the Project driveways would not preclude or interfere with the implementation of future roadway improvements benefiting transit, pedestrians, or bicycles.

Pedestrian and Bicycle Activity. The Project may increase pedestrian and bicycle activity on Airport Boulevard, but would add separate pedestrian entrances on Interceptor Street, Airport Boulevard, and Arbor Vitae Street (Option 2 only), providing easier access for employees and visitors to the Project. Thus, The Project would promote a safer environment for pedestrians and bicyclists and minimize conflict points.

Summary. Based on this review, the Project would not result in any hazards from the design or operation and would not result in a significant impact.

Cumulative Hazards Analysis

The TAG indicates that cumulative impacts for Threshold T-3 require a review of Related Projects with access points proposed along the same block(s) as a proposed project in order to determine the combined impact and the proposed project's contribution. None of the Related Projects are proposing access points along the same block as the Project, therefore, the Project and Related Projects would not result in a cumulative impact under Threshold T-3.

Freeway Safety Analysis

Section 2.4.4 of the TAG outlines the methodology of assessing potential vehicle to vehicle impacts that may result in unsafe vehicle queues from freeway off-ramp facilities due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Further freeway safety analysis is required of any freeway off-ramp where a development project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes⁷.
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

Project Safety Analysis. As detailed in the MOU, the Project would not add 25 or more peak hour trips to any freeway off-ramp locations during either the morning or afternoon peak hour. As such, no further freeway off-ramp queuing analysis is required. Furthermore, the Project would not result in a significant safety impact, and no corrective measures at any freeway off-ramps would be required.

NON-CEQA TRANSPORTATION ANALYSIS

The non-CEQA transportation analysis of the Project includes sections related to the Project traffic, proposed access provisions, safety, and circulation operations of the Project, and pedestrian, bicycle, and transit facilities in the vicinity of the Project, as well as the Project's operational conditions and effects due to Project construction. Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis are "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2."

The following three non-CEQA transportation analyses are required for the Project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Residential Street Cut-Through Analysis
- Project Construction

PEDESTRIAN, BICYCLE, AND TRANSIT ASSESSMENT

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project site. Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

⁷ If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

Existing and Proposed Facilities

Pedestrians and Bicyclists. Existing pedestrian facilities adjacent to the Project site include a sidewalk seven feet wide along Interceptor Street, a sidewalk eight feet wide along Airport Boulevard, and a landscaped, shaded, sidewalk eight and half feet wide along Arbor Vitae Street. Protected Class IV bike lanes exist on both sides of Airport Boulevard.

Although the Project may intensify use of existing pedestrian and bicycle facilities, none of the volumes of any of those travel modes are anticipated to reach a level where any degradation, capacity constraint, or significant conflict would arise.

Transit. As shown in Figure 5, there are multiple transit stops within walking distance of the Project site. Adjacent to the Project site, at the intersection of Airport Boulevard & Arbor Vitae Street/Westchester Parkway, bus stops are provided for Metro Local 40 (OWL Route), 102, and 117 and Culver CityBus 6. The Project Site is also located within 0.50 miles of the LAX/Metro Transit Center, which provides stops for the Metro C and K Lines as well as numerous bus lines. Furthermore, as previously detailed, transit projects in the Project area would provide additional transit capacity in the Project Area. Therefore, the Project would not place a significant strain on transit capacity and would not lead to the degradation of transit facilities or significantly intensify use of transit facilities.

Intensification of Use

The Project would not directly or indirectly result in a permanent removal of infrastructure or degrade pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, there is adequate capacity in existing facilities to accommodate all foreseeable future demand for those facilities. Overall, the Project would not result in the deterioration of any existing facilities serving pedestrians or bicyclists.

RESIDENTIAL STREET CUT-THROUGH ANALYSIS

The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the Mobility Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets. Per Section 3.5.2 of the TAG, cut-through trips are defined as those that feature travel along a Local Street with residential land-use frontage, as an alternative to a higher classification street segment, to access a destination that is not within the neighborhood in which the Local Street is located.

The net daily trips generated by the Project are not projected to lead to trip diversion from the adjacent and nearby streets to alternative routes along a residential Local Streets that are not

located adjacent to the Project Site or that provide direct access to the Project driveways; nor is the Project projected to add a substantial amount of automobile traffic to congested Arterial Streets that could potentially cause a shift to residential Local Streets; nor is there a nearby local residential street that provides a viable alternative route to the Project Site. Thus, the Project is not required to conduct a Local Residential Street Cut-Through Analysis.

CONSTRUCTION IMPACT ANALYSIS

The construction impact analysis relates to the temporary impacts that may result from the construction activities associated with the Project and was conducted in accordance with Section 3.4 of the TAG.

Section 3.4.3 of the TAG identifies three types of in-street construction constraints that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation. The three types of constraints and related populations are:

1. Temporary transportation constraints – potential effects on the transportation system
2. Temporary loss of access – potential effects on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential effects on bus travelers

The factors to be considered include the magnitude and duration of the temporary loss of access and transportation facilities, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Blockage of existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours
- Closure or movement of an existing bus stop or rerouting of an existing bus line
- Creation of transportation hazards

Proposed Construction Schedule

The Project will be developed through year 2027 based on the anticipated completion date. Typical construction activity would occur between 7:00 AM and 5:30 PM on weekdays and between 8:00 AM and 5:30 PM on Saturdays, in conformance with the City's construction hour restrictions. Construction would not occur on Sundays or federal holidays, though construction-related lane or sidewalk closures, if necessary, may remain in place even on days construction does not occur.

Proposed Construction Worker Activity

Construction worker traffic would depend not only on the construction phase and intensity, but also on the mode and time of travel of the workers. Typically, construction workers would be on-site before the morning peak period and leave the site prior to the afternoon peak period. Thus, excessive traffic increases during the commuter peak periods are not anticipated.

During construction, adequate parking for construction workers would be secured either on-site or spaces would be leased in a nearby private or public off-site parking facility. The identification of the location of the construction worker parking would be required as part of the Construction Management Plan. Restrictions against workers parking in the public right-of-way (ROW) in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Management Plan.

Potential Impacts from Construction Traffic

It is anticipated truck haul trips would be limited to non-peak periods and that the construction workers would already be on-site during the commute peak periods. As such, the Project would limit construction traffic to outside peak hour congestion periods, and the implementation of the Construction Management Plan described below would further reduce those issues.

Effects on Access, Transit, and Parking

Construction activities would be primarily contained within the Project site boundaries to the extent feasible. No bus stops or on-street parking spaces are provided adjacent to the Project Site; therefore, Project construction would not impact bus stops or on-street parking.

Measures to provide adequate alternative routes for pedestrians and vehicles would be implemented, per the Construction Management Plan.

Construction Management Plan

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval prior to commencing construction. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

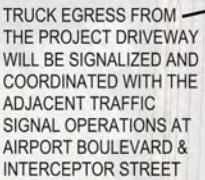
- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
- Prohibition of construction worker or equipment parking on adjacent streets

- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to the Project Site, to ensure traffic safety on the public ROW
- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate
- Temporary traffic control (e.g., flag persons) during all construction activities adjacent to the public ROW to improve traffic flow on public roadways
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets
- Containment of construction activity within the Project Site boundaries, to the extent feasible

SUMMARY

The following summarizes the results of the transportation analysis:

- The Project is located at 9000 Airport Boulevard.
- The Project includes two options for industrial warehouse uses with ancillary office space. Option 1 would construct one building with up to 435,390 sf of combined industrial warehouse and office space. Option 2 would construct three buildings with up to 410,056 sf of combined industrial warehouse and office space.
- Vehicular access to the Project Site would be provided via separate truck and passenger vehicle driveways on Airport Boulevard, Arbor Vitae Street, and Interceptor Street
- The Project is located adjacent to the intersection of Airport Boulevard & Arbor Vitae Street/Westchester Parkway, a Major Transit Stop and within 0.50 miles of the LAX/Metro Transit Center. Therefore, the Project Site is located within a TPA.
- Option 1 is estimated to generate a net reduction of 1,500 daily PCE trips, including 98 morning peak hour PCE trips and 164 afternoon peak hour PCE trips. Option 2 is estimated to generate a net reduction of 1,712 daily PCE trips, including 79 morning peak hour PCE trips and 134 afternoon peak hour PCE trips.
- The Project would not conflict with the City's plans, programs, ordinances, and policies and would not result in any geometric design hazard impacts.
- The Project would generate a net reduction in daily trips and VMT and, therefore, would not result in VMT impacts. Thus, no mitigation measures would be required.



TYPE III-B
S-1 WAREHOUSE
40' CLR.
MAX. HT.: 50'

AIRPORT BOULEVARD

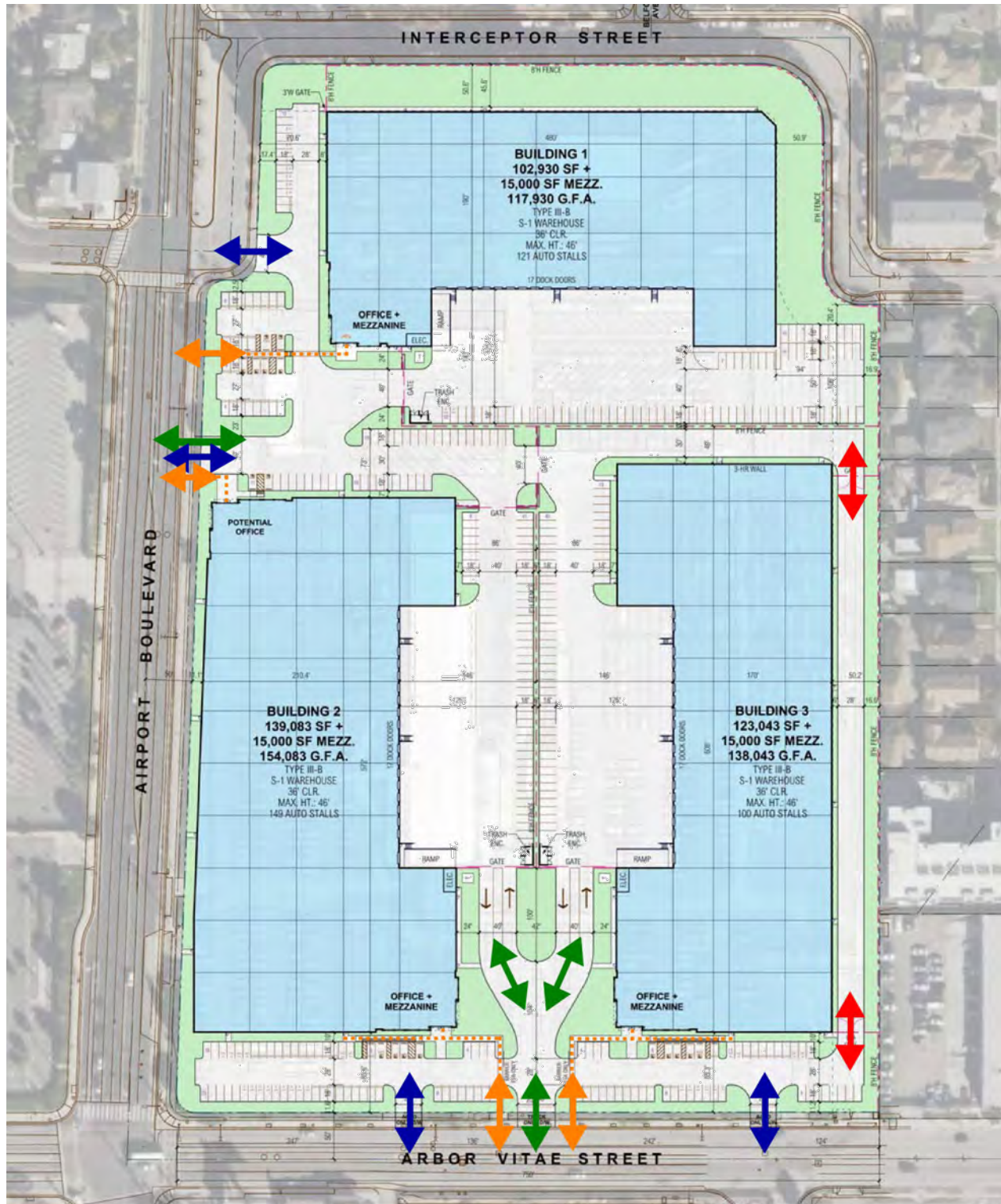
INTERCEPTOR STREET

ARBOR VITAE STREET

 Car Ingress/Egress  EVA Access Only
 Truck Ingress/Egress  Pedestrian Access
 Path of Travel


N
Not to Scale

FIGURE
1A



Legend

- Car Ingress/Egress
- Truck Ingress/Egress
- EVA Access Only
- Pedestrian Access
- Path of Travel

Source: RGA Office of Architectural Design. August, 2025.



PROJECT SITE PLAN
OPTION 2

FIGURE
1B



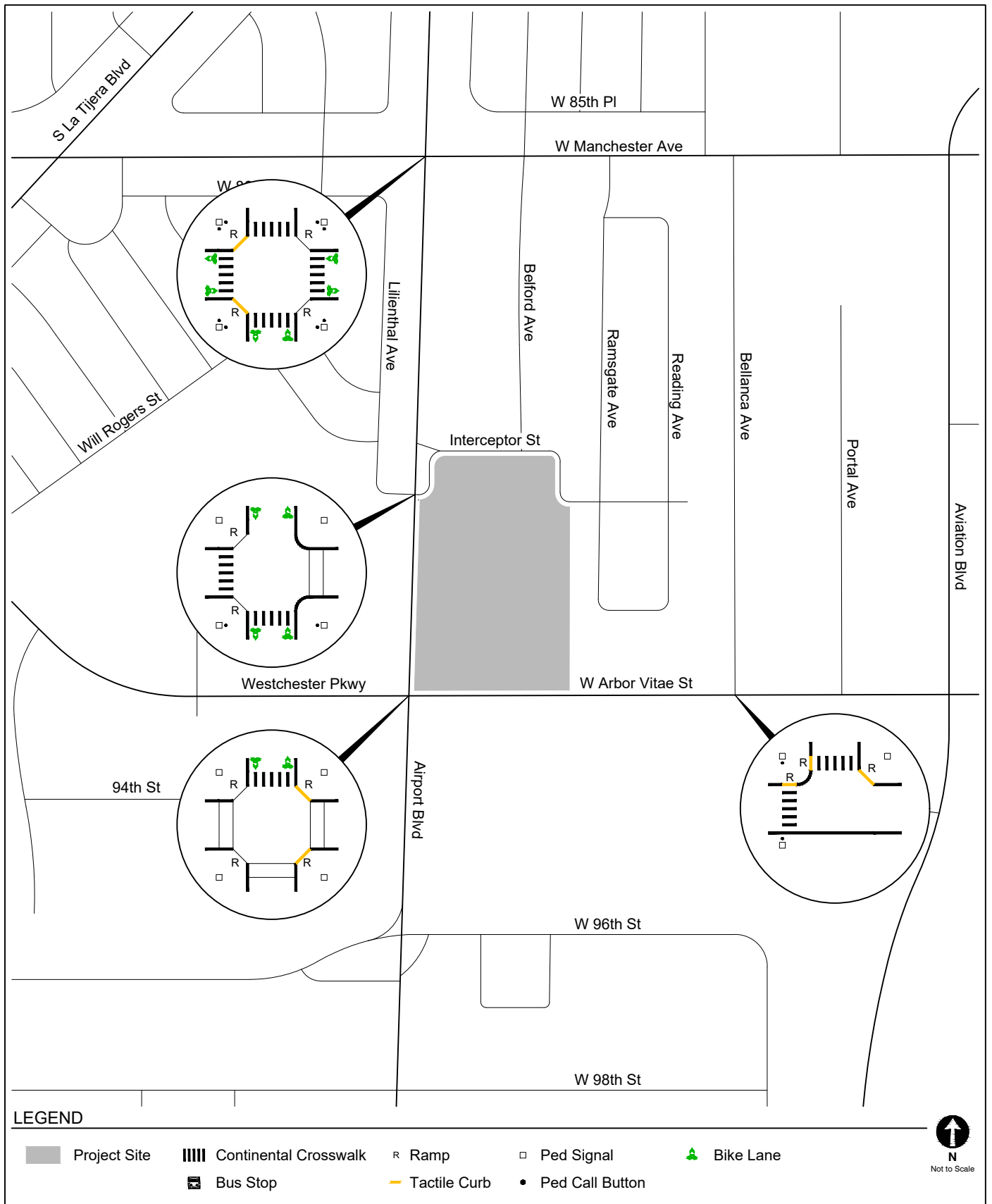
LEGEND

Project Site



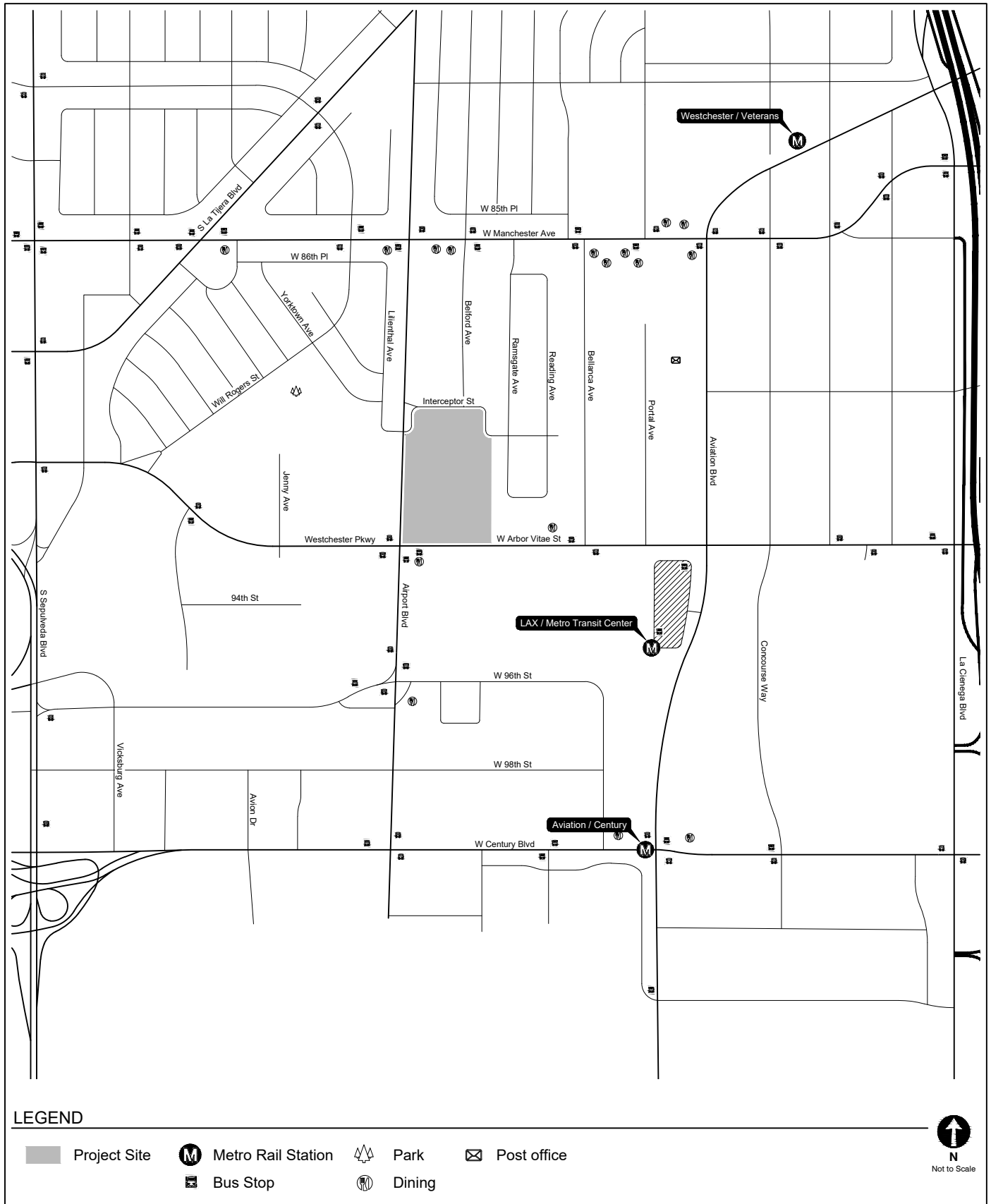
PROJECT SITE LOCATION

**FIGURE
2**



ADJACENT INTERSECTION MOBILITY FACILITIES

FIGURE
3



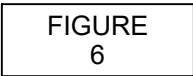
PEDESTRIAN DESTINATIONS

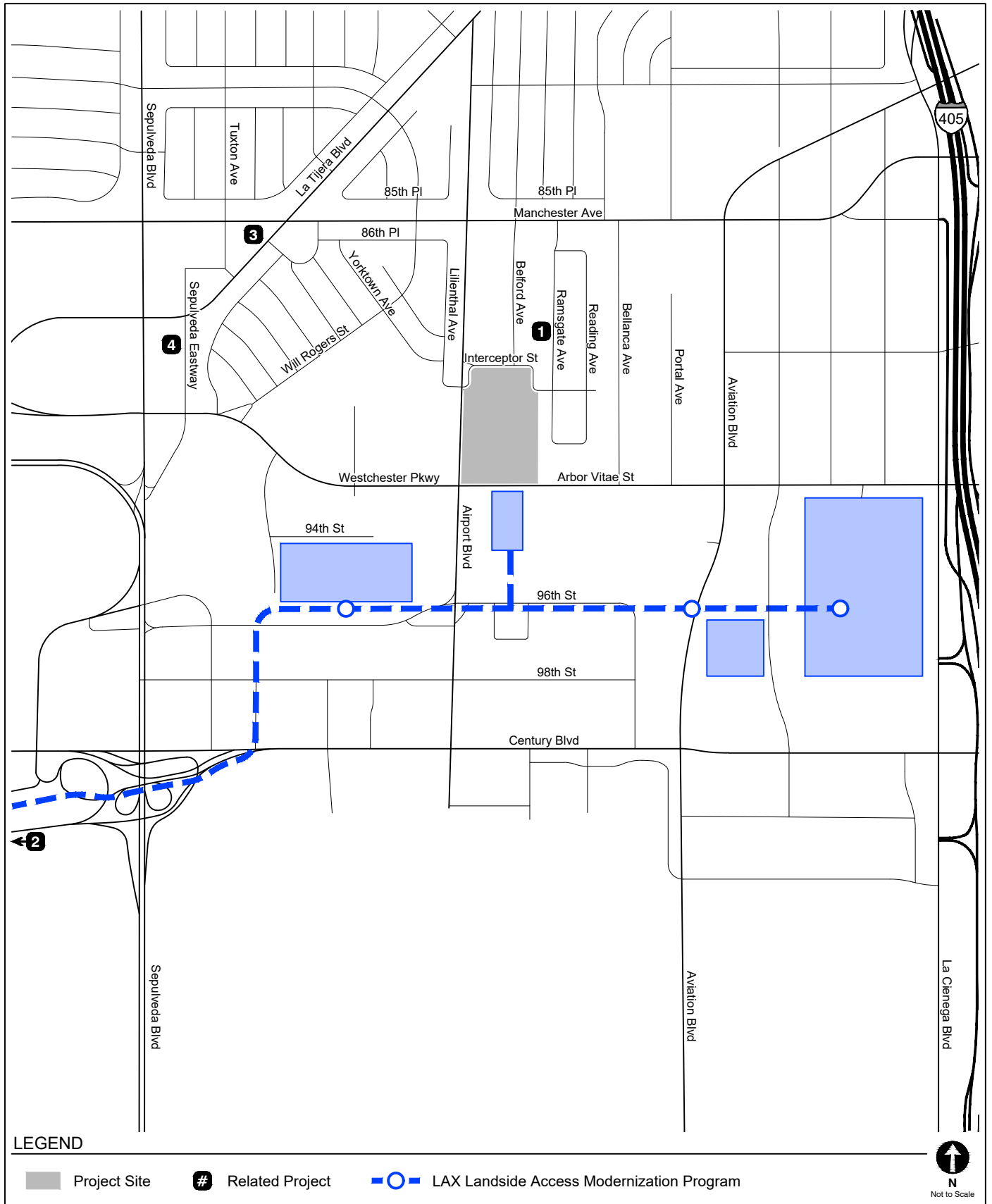
FIGURE
4



EXISTING TRANSPORTATION FACILITIES

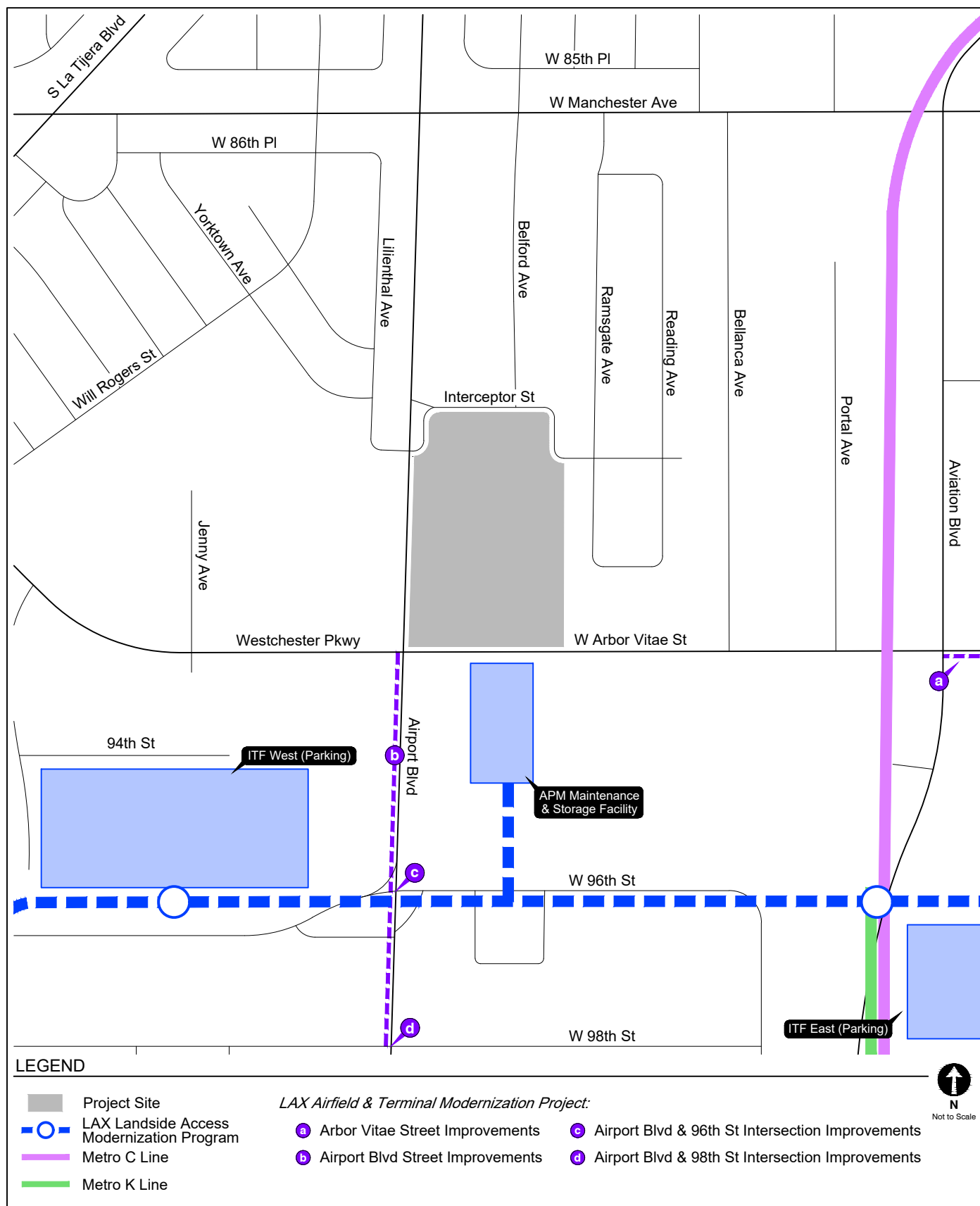
FIGURE
5





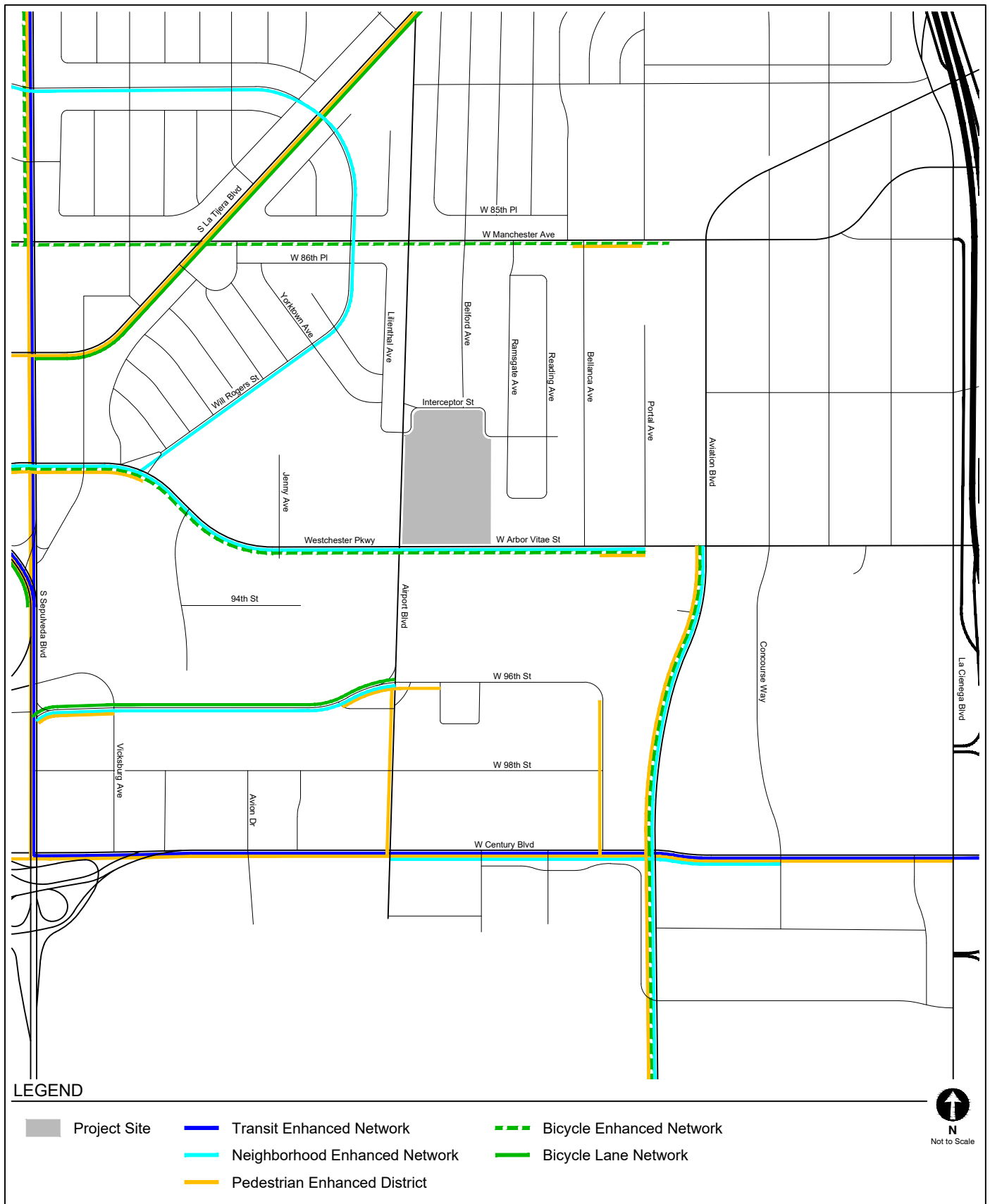
LOCATION OF RELATED PROJECTS

FIGURE
7



FUTURE TRANSPORTATION FACILITIES

FIGURE
8



ROADWAY MODAL PRIORITIES

FIGURE
9

**TABLE 1
EXISTING BUS TRANSIT SERVICE**

Transit Stop [a]		Corridor	Service Type	Hours of Operation	Peak Period Frequencies (minutes) [b] [c]	
Airport Boulevard & Arbor Vitae Street / Westchester Parkway	Metro Bus Service				NB/EB	SB/WB
	40 (owl) Downtown LA - South Bay Galleria via ML King Bl - Hawthorne Bl	Airport	Local	1:00 A.M. - 5:30 A.M.	N/A	N/A
	102 LAX City Bus Center - South Gate via La Tijera-Exposition Bl	Westchester	Local	5:00 A.M. - 11:40 P.M.	60	60
	117 LAX City Bus Center - Downey via Century Bl - Imperial Hwy	Century	Local	4:00 A.M. - 2:00 A.M.	15	15
	Culver CityBus				NB/EB	SB/WB
	3 Aviation Station C Line to Downtown Santa Monica	Manchester	Local	4:45 A.M. - 12:00 A.M.	10	11
	6 Westwood - UCLA - Aviation Station via Sepulveda	Westchester	Local	5:00 A.M. - 12:00 A.M.	16	16
LAX/Metro Transit Center	Metro Bus Service				NB/EB	SB/WB
	6 Westwood - UCLA - Aviation Station via Sepulveda	Westchester	Local	5:00 A.M. - 12:00 A.M.	16	16
	40 (owl) Downtown LA - South Bay Galleria via ML King Bl - Hawthorne Bl	Century	Local	1:00 A.M. - 5:30 A.M.	N/A	N/A
	102 LAX City Bus Center - South Gate via La Tijera-Exposition Bl	Manchester	Local	5:00 A.M. - 11:40 P.M.	60	60
	111 LAX City Bus Center - Norwalk Station via Florence Av	Florence	Local	4:00 A.M. - 12:30 A.M.	21	20
	117 LAX City Bus Center - Downey via Century Bl - Imperial Hwy	Century	Local	4:00 A.M. - 2:00 A.M.	15	15
	120 Aviation/LAX Station - Whittwood Center via Imperial Hwy	Aviation	Local	4:00 A.M. - 1:00 A.M.	42	47
	232 LAX City Bus Center - Long Beach - via Sepulveda Bl, PCH	Century	Local	4:15 A.M. - 1:00 A.M.	19	21
	Metro Rail Service				NB/EB	SB/WB
	C Norwalk - Aviation/Century	Aviation	Regional	3:45 A.M. - 12:30 A.M.	10	10
	K Expo/Crenshaw - Redondo Beach	Aviation	Regional	3:45 A.M. - 1:00 A.M.	10	10
	Santa Monica Big Blue Bus				NB/EB	SB/WB
	3 Aviation Station C Line to Downtown Santa Monica	Manchester	Local	4:45 A.M. - 12:00 A.M.	10	11
	Culver CityBus				NB/EB	SB/WB
	R6 Westwood - UCLA - Aviation Station via Sepulveda	Sepulveda	Local	5:00 A.M. - 12:00 A.M.	15	15
Airport Boulevard & 96th Street	Metro Bus Service				NB/EB	SB/WB
	40 (owl) Downtown LA - South Bay Galleria via ML King Bl - Hawthorne Bl	Airport	Local	1:00 A.M. - 5:30 A.M.	N/A	N/A
	117 LAX City Bus Center - Downey via Century Bl - Imperial Hwy	Century	Local	4:00 A.M. - 2:00 A.M.	15	15

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority

[a] The intersection of Airport Boulevard & Arbor Vitae Street / Westchester Parkway is located adjacent to the Project Site. The LAX/Metro Transit Center is located approximately 1,700 feet southeast of the Project Site, and the intersection Airport Boulevard & 96th Street is approximately 1,200 ft from the Project Site.

[b] Service routes and frequencies are based on transit timetables as of August 29, 2025.

[c] Peak period frequencies are measured during the combined seven-hour morning (6 AM - 9 AM) and afternoon (3 PM - 7 PM) peak periods.

[d] Per the Redondo Beach transit website, BCT Line 109 hours are 6:00 a.m. to 10:00 p.m. on 40-50 minute headways.

TABLE 2
RELATED PROJECTS LIST

No.	Project	Address	Description	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Ramsgate Multi-Family	8833 S Ramsgate Ave	16-multi-family unit residential bldg	73	4	12	16	10	6	16
2.	LAX Airfield & Terminal Modernization Project [b]	Los Angeles International Airport	Implementation of airfield, concourse, terminal, and roadway improvements. Construction of approximately 6 new lane miles of roadways system to improve access to the CTA and new facilities. Two new terminal facilities are proposed to upgrade the airport's passenger processing capabilities. A pedestrian bridge connecting the new Terminal 9 to the CTA is also proposed. The Landside Access Modernization Project includes a 2.25-mile automated people mover, two intermodal transportation facilities for drop-offs and pick-ups, one consolidated rental car facility, and, comprehensive roadway improvements. [c]	4,900	336	84	420	205	285	490
3.	Mixed-Use Residential	6136 W Manchester Ave	489 multi-family unit residential bldg, including 64 affordable units and 16.12 ksf commercial uses.	3,300	40	126	166	115	62	177
4.	Affordable Residential	8819 Sepulveda Eastway	413 affordable multi-family unit residential bldg	1,718	75	127	202	15	12	26

Notes:

[a] Related project information provided by the Los Angeles Department of Transportation and Los Angeles Department of City Planning in August 2023 and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site.

[b] The related project is located outside of the one-half mile radius of the Project Site. However, was included as the project includes infrastructure improvements in the Project area including the area-wide LAX Landside Access Modernization Project. Trip generation estimates based on the projected increase in employees that would serve the new Concourse 0 and Terminal 9 facilities, as detailed in *City of Los Angeles Inter-Departmental Correspondence, LAX Airfield & Terminal Modernization Project (ATMP) Access and Circulation Analysis - LADOT Assessment and Recommendations* (LADOT, May 2021).

[c] The Landside Access Modernization Project is an infrastructure improvement proposed as part of the LAX ATMP (Related Project #2) that is located within 0.50 miles of the Project Site.

TABLE 3A
TRIP GENERATION ESTIMATE
9000 AIRPORT BL
OPTION 1 - SINGLE BUILDING OPTION

Land Use	ITE Land Use	Trip Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i> [c]		<i>per ksf</i>	50%	50%	0.02	46%	54%	0.02
2-Axle Truck		16.7%	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		20.7%	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		62.6%	50%	50%	0.02	46%	54%	0.02
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Trip Generation Rates (PCE adjusted)</u> [b]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i>		1.0 PCE	50%	50%	0.06	46%	54%	0.06
2-Axle Truck		--	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		2.0 PCE	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		2.5 PCE	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		3.0 PCE	50%	50%	0.06	46%	54%	0.06
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Project (Unadjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	355.390 ksf						
Passenger Vehicles			250	59	309	166	260	426
2-Axle Truck			0	0	0	0	0	0
3-Axle Truck			0	0	0	0	0	0
4+ Axle Truck			4	3	7	3	4	7
Office	710	80 ksf	107	15	122	20	95	115
<i>Less Transit/Walk-In Reduction</i> [c]		5%	(5)	(1)	(6)	(1)	(5)	(6)
Total - Project (Unadjusted PCE)			356	76	432	188	354	542
<u>Project (Adjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	355.390 ksf						
Passenger Vehicles			250	59	309	166	260	426
2-Axle Truck			0	0	0	0	0	0
3-Axle Truck			0	0	0	0	0	0
4+ Axle Truck			11	10	21	10	11	21
Office	710	80 ksf	107	15	122	20	95	115
<i>Less Transit/Walk-In Reduction</i> [c]		5%	(5)	(1)	(6)	(1)	(5)	(6)
Total - Project (Adjusted PCE)			363	83	446	195	361	556
<u>Existing Uses to be Removed</u>								
Rental Car Center	[d]	18.280 acres	176	183	359	203	200	403
Net New Project Trips (Adjusted PCE)			187	(100)	87	(8)	161	153

Notes

ksf: 1,000 square feet

[a] Source: *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).

[b] Vehicle mix based on *Warehouse Truck Trip Study Data Results and Usage* (SCAQMD, July 2014). Passenger Car Equivalence factors are applied to truck trips.

[c] The Project Site is located within 500 feet walking distance from a local bus stop that serves Metro Line 111. Therefore a 5% transit/walk-in reduction was applied to account for transit usage and walking arrivals.

[d] Trip generation for the existing rental car center based on empirical study provided in *9000 Airport Boulevard Warehouse: Trip Generation Analysis* (Dudek, March 2023).

TABLE 3B
TRIP GENERATION ESTIMATE
9000 AIRPORT BL
OPTION 2 - THREE BUILDING OPTION

Land Use	ITE Land Use	Trip Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i> [c]		<i>per ksf</i>	50%	50%	0.02	46%	54%	0.02
2-Axle Truck		16.7%	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		20.7%	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		62.6%	50%	50%	0.02	46%	54%	0.02
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Trip Generation Rates (PCE adjusted)</u> [b]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i>		1.0 PCE	50%	50%	0.06	46%	54%	0.06
2-Axle Truck		--	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		2.0 PCE	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		2.5 PCE	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		3.0 PCE	50%	50%	0.06	46%	54%	0.06
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Project (Unadjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	320.056 ksf						
Passenger Vehicles			225	53	278	150	234	384
2-Axle Truck			0	0	0	0	0	0
3-Axle Truck			0	0	0	0	0	0
4+ Axle Truck			3	3	6	3	3	6
Office	710	90 ksf	121	16	137	22	108	130
<i>Less Transit/Walk-In Reduction</i> [c]		5%	(6)	(1)	(7)	(1)	(5)	(6)
<i>Total - Project (Unadjusted PCE)</i>			343	71	414	174	340	514
<u>Project (Adjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	320.056 ksf						
Passenger Vehicles			225	53	278	150	234	384
2-Axle Truck			0	0	0	0	0	0
3-Axle Truck			0	0	0	0	0	0
4+ Axle Truck			10	9	19	9	10	19
Office	710	90 ksf	121	16	137	22	108	130
<i>Less Transit/Walk-In Reduction</i> [c]		5%	(6)	(1)	(7)	(1)	(5)	(6)
<i>Total - Project (Adjusted PCE)</i>			350	77	427	180	347	527
<u>Existing Uses to be Removed</u>								
Rental Car Center	[d]	18.280 acres	176	183	359	203	200	403
Net New Project Trips (Adjusted PCE)			174	(106)	68	(23)	147	124

Notes

ksf: 1,000 square feet

[a] Source: *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).

[b] Vehicle mix based on *Warehouse Truck Trip Study Data Results and Usage* (SCAQMD, July 2014). Passenger Car Equivalence factors are applied to truck trips.

[c] The Project Site is located within 500 feet walking distance from a local bus stop that serves Metro Line 111. Therefore a 5% transit/walk-in reduction was applied to account for transit usage and walking arrivals.

[d] Trip generation for the existing rental car center based on empirical study provided in *9000 Airport Boulevard Warehouse: Trip Generation Analysis* (Dudek, March 2023).

TABLE 4
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Chapter 1 – Safety First	
<u>Policy 1.1, Roadway User Vulnerability</u> Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	Consistent. The Project would include a pedestrian and bicycle entrance on Airport Boulevard. Additionally, all Project vehicular and truck access would be provided via separate use driveways at the boundaries of the Project Site.
<u>Policy 1.6 Multi-Modal Detour Facilities</u> Design detour facilities to provide safe passage for all modes of travel.	Consistent. The Project would prepare a Construction Management Plan that would include, to the extent necessary, detour routes for all applicable travel modes, including pedestrian and transit users.
Chapter 2 – World Class Infrastructure	
<u>Policy 2.2 Complete Streets Design Guide</u> Establish the Complete Streets Design Guide as the City’s document to guide the operations and design of streets and other public rights-of-way.	Consistent. The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, adequate sidewalk widths, and landscaping design which does not hinder sight distance, mobility, or accessibility.
<u>Policy 2.3 Pedestrian Infrastructure</u> 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.	Consistent. The Project would enhance pedestrian access within and around the Project Site by providing new landscaping and Project access via a pedestrian entrance and walkway along Airport Boulevard and Arbor Vitae Street within both Options. The Project would also separate vehicular and truck access with designated driveways.
<u>Policy 2.4 Neighborhood Enhanced Network</u> Provide a slow speed network of locally serving streets.	Consistent. Arbor Vitae Street is part of the neighborhood-enhanced network. Although the Project provides vehicular access to this street, it would result in an overall net reduction of trips to and from the Project Site, therefore would not increase traffic along it.
<u>Policy 2.5 Transit Network</u> Improve the performance and reliability of existing and future bus service.	Consistent. No streets within the Project Area are designated as part of the Transit Enhanced Network. The Project would not interfere with existing or future transit services. The Project would encourage more transit usage by developing residential units with convenient access to bus transit services.
<u>Policy 2.6 Bicycle Networks</u> Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	Consistent. Arbor Vitae Street is designated as part of the Bicycle Enhanced Network in the Mobility Plan. The Project does provide vehicular access to Arbor Vitae Street, however, the net reduction of Project trips would reduce traffic to the roadway. Additionally, the Project provides bicycle parking per the LAMC.

TABLE 4 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<u>Policy 2.9 Multiple Networks</u> Consider the role of each mode enhanced network when designing a street that included multiple modes.	Consistent. Arbor Vitae Street adjacent to the Project site is identified as part of the Bicycle Enhanced Network. Both Options of the Project would include a pedestrian and bicycle entrance on this street, and would also improve the adjacent pedestrian sidewalk to enhance the pedestrian experience as well as to provide safe access to the nearby transit stops.
<i>Chapter 3 – Access for All Angelenos</i>	
<u>Policy 3.1 Access for All</u> Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City’s transportation system.	Consistent. The Project encourages multi-modal transportation alternatives through proximity to high-quality transit, and provision of bicycle facilities. It encourages transit usage by developing a warehousing project located 0.50 miles away from future high-quality transit. Finally, the Project would support employees and visitors who choose to travel by automobile through new driveways along Airport Boulevard and Arbor Vitae Street and by providing sufficient parking on site to accommodate the anticipated demand. Furthermore, security gates and drive aisles would be placed and designed in accordance with City standards to maximize queue capacity and operational efficiency based on the anticipated demand.
<u>Policy 3.2 People with Disabilities</u> Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	Consistent. The Project would be designed in accordance with requirements of the Americans with Disabilities Act.
<u>Policy 3.3 Land Use Access and Mix</u> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	Consistent. The Project’s warehouse and ancillary office uses located near a High Quality Transit Stop minimizes vehicle trips and enhances the proximity and convenience of employees to neighborhoods and commercial areas.
<u>Policy 3.4 Transit Services</u> Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	Consistent. The Project Site is served by multiple Metro, Big Blue Bus, and Culver City Bus lines with service to stops adjacent to the Project Site at Airport Boulevard & Arbor Vitae Street/Westchester Parkway and within 0.50 miles of the Project Site at the LAX/Metro Transit Center.
<u>Policy 3.5 Multi-Modal Features</u> Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	Consistent. The Project would support “first-mile, last-mile” solutions by developing a warehouse project near a high-traffic commercial corridor with high-quality transit. It also provides bicycle parking for employees and visitors.

TABLE 4 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<u>Policy 3.6 Regional Transportation & Union Station</u> Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.	Consistent. The Project is located adjacent to stops that serve multiple Metro, Big Blue Bus, and Culver City Bus lines at Airport Boulevard & Arbor Vitae Street/Westchester Parkway , as well as within 0.50 miles of the LAX/Metro Transit Center. These bus and rail lines provide access and connections to the regional transportation system, which includes Union Station.
<u>Policy 3.8 Bicycle Parking</u> Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	Consistent. The Project would provide secure bicycle parking for visitors and employees in accordance with LAMC requirements.
<i>Chapter 4 – Collaboration, Communication, & Informed Choices</i>	
<u>Policy 4.8 Transportation Demand Management Strategies</u> Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	Consistent. The Project is located in close proximity to high-quality transit. It would provide bicycle parking and a vehicular parking reduction from the LAMC requirement. Together, these TDM measures would help to promote non-auto travel to reduce transportation-related impacts to the environment. Additionally, it would comply with the requirements of the City's TDM Ordinance.
<u>Policy 4.13 Parking and Land Use Management</u> Balance on-street and off-street parking supply with other transportation and land use objectives.	Consistent. The Project would provide sufficient off-street parking to meet parking demand.
<i>Chapter 5 – Clean Environments & Healthy Communities</i>	
<u>Policy 5.1 Sustainable Transportation</u> Encourage the development of a sustainable transportation system that promotes environmental and public health.	Consistent. The Project would provide bicycle parking for employees and visitors, which would promote active transportation modes such as biking and walking. Additionally, the Project is located within walking distance of numerous bus services in the area.
<u>Policy 5.2 Vehicle Miles Traveled (VMT)</u> Support ways to reduce vehicle miles traveled (VMT) per capita.	Consistent. The Project would result in a net reduction of VMT, as demonstrated in this transportation assessment.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 5
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Chapter 1 – Los Angeles, a Leader in Health and Equity</i>	
<u>Policy 1.5 Plan for Health</u> Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	Consistent. The Project supports healthy lifestyles by locating the Project near transit, providing bicycle parking, and orienting pedestrian access toward the primary street (Airport Boulevard).
<u>Policy 1.7 Displacement and Health</u> Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.	Consistent. The Project does not replace existing housing, and it would create local employment opportunities in the area, therefore the levels of existing housing low-income housing would be preserved.
<i>Chapter 5 – An Environment Where Life Thrives</i>	
<u>Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction</u> Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	Consistent. The Project would result in a net reduction of VMT, as demonstrated in this transportation assessment. As such, as VMT directly contributes to GHG emissions, the Project's reduction in VMT would also result in reduced GHG per capita.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE 6
PROJECT CONSISTENCY WITH WESTCHESTER - PLAYA DEL REY COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Objective 14-1: Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Westchester-Playa del Rey Community Plan Area.	Consistent. The Project is located within a walking distance to bus stops serviced by local and rapid transit lines, as well as within 0.50 miles of the LAX/Metro Transit Center, providing employees and visitors to the Project with multiple transit route services. Pedestrian access to transit stops would be enhanced with additional landscaping and sidewalk improvements along Airport Boulevard and Arbor Vitae Street adjacent to the Project Site.
Objective 14-2: Increase work trips and non-work trips made on public transit.	Consistent. The Project would increase work and non-work trips by developing an employment opportunity within walking distance to bus stops and the LAX/Metro Transit Center. Service at these stops by local and rapid transit lines would provide employees and visitors to the Project with multiple transit route options.
Policy 15-1.4: Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.	Consistent. The Project would reduce the number of single occupancy vehicle trips to the Project Site by providing bicycle parking as well as separate bicycle and pedestrian entrances. Pedestrian access to transit stops would be enhanced with additional landscaping and sidewalk improvements along Airport Boulevard and Arbor Vitae Street adjacent to the Project Site.
Policy 16-1.4: Support the provision of bicycle facilities in all new development.	Consistent. The Project would provide short-term bicycle parking within Option 1, and both short-term and long-term bicycle parking facilities within Option 2.
Objective 16-2: To promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.	Consistent. The Project would include either two or four pedestrians entrances on Airport Boulevard and Arbor Vitae Street with designated walkways to offices on-site to promote pedestrian safety. The Project would also provide bicycle parking and entrances for employees and visitors, which would promote active transportation modes such as biking and walking to nearby bus and transit stops.
Policy 17-1.1: Minimize the number of ingress and egress points to and from all Arterials in the Westchester-Playa del Rey Community Plan Area.	Consistent. Ingress and egress proposed for the Project would accommodate the traffic generated by the Project.
Policy 17-1.2: Develop off-street parking resources, including parking structures and underground parking in accordance with design standards.	Consistent. The proposed parking facilities for both Project Options would meet the parking requirements set forth in the LAMC.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Westchester - Playa Del Rey Community Plan* (Los Angeles Department of City Planning, 1997).

TABLE 7
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Pedestrian-First Design</i>	
<u>Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all</u> Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. <u>Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience</u> Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. <u>Guideline 3: Design projects to actively engage with streets and public space and maintain human scale</u> New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	Consistent. Both Project Options provide for the safety, comfort, and accessibility of pedestrians by separating pedestrian access from vehicular access on Interceptor Street, Airport Boulevard, and Arbor Vitae Street, and would also enhance these streets by providing landscaping along the building frontage, providing a more walkable environment and reducing conflicts between vehicles, pedestrians, and bicyclists.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Citywide Design Guidelines* (Los Angeles Department of City Planning, 2019).

AM PEAK HOUR

Peak Hour of Generator (9:30-10:30 AM)

PM PEAK HOUR

Interceptor St & Airport BI Driveway

Number of Lanes: 2

Transactions per Minute: 4

Start Time: 5:00 PM

Minutes per Period: 15

Begin	End	Vehicles
5:00 PM	5:15 PM	1
5:15 PM	5:30 PM	1
5:30 PM	5:45 PM	1
5:45 PM	6:00 PM	1
		4

Maximum Queue (Vehicles)

Occurrences

Percentile

01000100.0%

Number of Hours: 1

Number of Tests: 1,000

85th Percentile: 0

90th Percentile: 1

95th Percentile: 1

Airport BI Driveway

Number of Lanes: 2

Transactions per Minute: 4

Start Time: 5:00 PM

Minutes per Period: 15

Begin	End	Vehicles
5:00 PM	5:15 PM	1
5:15 PM	5:30 PM	1
5:30 PM	5:45 PM	1
5:45 PM	6:00 PM	1
		4

Maximum Queue (Vehicles)

Occurrences

Percentile

01000100.0%

Number of Hours: 1

Number of Tests: 1,000

85th Percentile: 0

90th Percentile: 1

95th Percentile: 1

AM PEAK HOUR

Peak Hour of Generator (9:30-10:30 AM)

PM PEAK HOUR

<u>Airport BI Driveway</u>		
Number of Lanes:	1	
Transactions per Minute:	13	
Start Time:	5:00 PM	
Minutes per Period:	15	

Begin	End	Vehicles
5:00 PM	5:15 PM	11
5:15 PM	5:30 PM	11
5:30 PM	5:45 PM	11
5:45 PM	6:00 PM	11
		44

Maximum Queue (Vehicles)	Occurrences	Percentile
0	1000	100.0%

Number of Hours:	1	85th Percentile:	0
Number of Tests:	1,000	90th Percentile:	1
		95th Percentile:	1

<u>Arbor Vitae St Driveway</u>		
Number of Lanes:	2	
Transactions per Minute:	4	
Start Time:	5:00 PM	
Minutes per Period:	15	

Begin	End	Vehicles
5:00 PM	5:15 PM	1
5:15 PM	5:30 PM	1
5:30 PM	5:45 PM	1
5:45 PM	6:00 PM	1
		4

Maximum Queue (Vehicles)	Occurrences	Percentile
0	1000	100.0%

Number of Hours:	1	85th Percentile:	0
Number of Tests:	1,000	90th Percentile:	1
		95th Percentile:	1

Attachment A

Memorandum of Understanding

Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 9000 Airport Boulevard

Project Address: 9000 Airport Boulevard, Los Angeles, California 90045

Project Description: The Project would consist of either one or three industrial warehouse buildings with ancillary office space. The single building option (Option 1) is proposed to include a maximum of 435,390 sf and the three building option (Option 2) is proposed to include a combined floor area of 410,056 sf.

LADOT Project Case Number: CTC23-115797 (56118) Project Site Plan attached? (Required) ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature¹, that are being considered for this project:

☐ Reduced Parking Supply ²	☒ Bicycle Parking and Amenities	☐ Parking Cash Out
--	---	---

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

- | | |
|---------|---------|
| 1 _____ | 4 _____ |
| 2 _____ | 5 _____ |
| 3 _____ | 6 _____ |

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE Trip Generation Manual 11th Edition & Empirical Data

Trip Generation Adjustment (Exact amount of credit subject to approval by LADOT)	Yes	No
Transit Usage	☒	☐
Existing Active or Previous Land Use	☒	☐
Internal Trip	☐	☒
Pass-By Trip	☐	☒
Transportation Demand Management (See above)	☐	☒

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required) ☒ Yes ☐ No

Option 1 / Option 2

	IN	OUT	TOTAL
AM Trips	187 / 174	-100 / -106	87 / 68
PM Trips	-8 / -23	161 / 147	153 / 124

See Tables 1A & 1B

NET Daily Vehicle Trips (DVT)
 _____ DVT (ITE ____ ed.)
 -1,500 / -1,712 DVT (VMT Calculator ver. 1.5)

¹ At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

² Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.



IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2027 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No See Table 3

STUDY INTERSECTIONS and/or STREET SEGMENTS:

(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 N/A

Based on the Screening Criteria outlined in Section 3.3 of the TAG, neither Project option would require further evaluation of Project Access Safety and Circulation.

2 _____

5 _____

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☐ Yes ☒ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

- Does the project exceed 1,000 net DVT? ☐ Yes ☒ No
- Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No
- Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☐	☐	☒
*Project Vehicle Peak Hour trips at each study intersection	☐	☐	☒
*Project Vehicle Peak Hour trips at each project access point	☐	☐	☒
*Project trip distribution percentages at each study intersection	☐	☐	☒
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☐	☐	☒
Delivery loading zone or area	☒	☐	☐
Bicycle parking onsite	☐	☐	☒
Bicycle parking offsite (in public right-of-way)	☐	☐	☒

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

**VIII. FREEWAY SAFETY ANALYSIS SCREENING**

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ Yes ☒ No

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

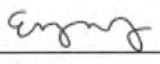
Under both Project options, the Project would generate a net reduction in PM peak hour trips. Therefore, neither Project option is anticipated to add 25 or more peak hour trips to any freeway off-ramp facility during the PM peak hour. See Table 3 for review of AM peak hour.

IX. CONTACT INFORMATIONCONSULTANT

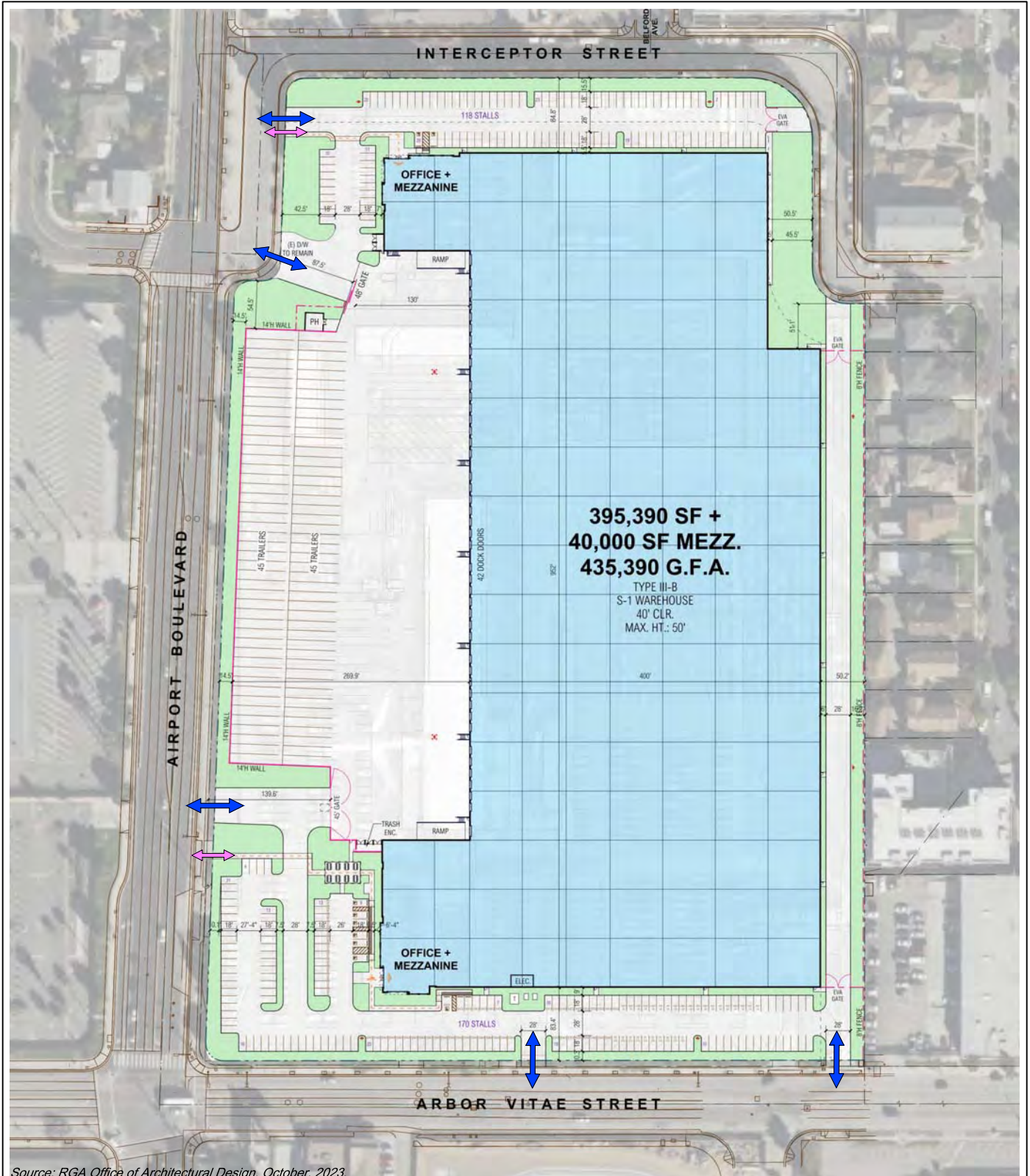
Name: Gibson Transportation Consulting, Inc.
Address: 655 N. Central Ave, Suite 920, Glendale, CA 91203
Phone Number: (213) 683-0088
E-Mail: ewong@gibsontrans.com

DEVELOPER

Rexford Industrial Realty, Inc.
11620 Wilshire Boulevard, Suite 610, Los Angeles, CA 90025
bgarcia@rexfordindustrial.com

Approved by:	x		6-24-2025	x		6-25-2025
		Consultant's Representative	Date		LADOT Representative for Eduardo Hermoso	**Date
Adjacent Municipality:			Approved by:			
			(if applicable)		Representative	Date

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



Source: RGA Office of Architectural Design, October, 2023.

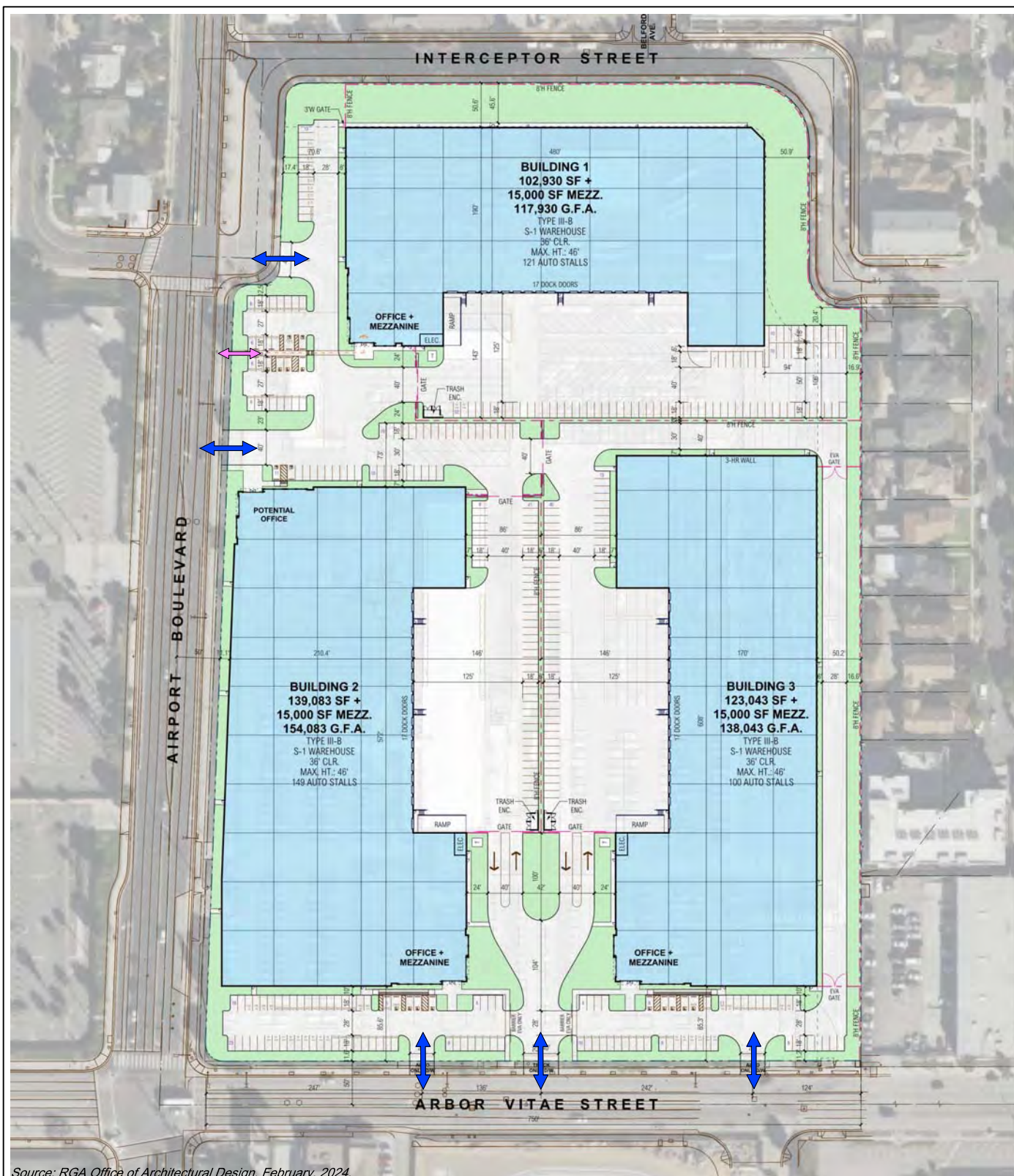
LEGEND

Vehicle Access Pedestrian Access



PROJECT SITE PLAN
OPTION 1

FIGURE
1A



LEGEND

Vehicle Access Pedestrian Access



**PROJECT SITE PLAN
OPTION 2**

**FIGURE
1B**



LEGEND

 Label



PROJECT SITE LOCATION

FIGURE
2

TABLE 1A
TRIP GENERATION ESTIMATE
9000 AIRPORT BL
OPTION 1 - SINGLE BUILDING OPTION

Land Use	ITE Land Use	Trip Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i> [c]		<i>per ksf</i>	<i>50%</i>	<i>50%</i>	<i>0.02</i>	<i>46%</i>	<i>54%</i>	<i>0.02</i>
2-Axle Truck		16.7%	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		20.7%	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		62.6%	50%	50%	0.02	46%	54%	0.02
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Trip Generation Rates (PCE adjusted)</u> [b]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i>		--	<i>50%</i>	<i>50%</i>	<i>0.06</i>	<i>46%</i>	<i>54%</i>	<i>0.06</i>
2-Axle Truck		2.0 PCE	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		2.5 PCE	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		3.0 PCE	50%	50%	0.06	46%	54%	0.06
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Project (Unadjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	355.390 ksf						
Passenger Vehicles			250	59	309	166	260	426
2-Axle Truck			0	0	0	0	0	0
3-Axle Truck			0	0	0	0	0	0
4+ Axle Truck			4	3	7	3	4	7
Office	710	80 ksf	107	15	122	20	95	115
<i>Less Transit/Walk-In Reduction</i> [c]		5%	(5)	(1)	(6)	(1)	(5)	(6)
<i>Total - Project (Unadjusted PCE)</i>			356	76	432	188	354	542
<u>Project (Adjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	355.390 ksf						
Passenger Vehicles			250	59	309	166	260	426
2-Axle Truck			0	0	0	0	0	0
3-Axle Truck			0	0	0	0	0	0
4+ Axle Truck			11	10	21	10	11	21
Office	710	80 ksf	107	15	122	20	95	115
<i>Less Transit/Walk-In Reduction</i> [c]		5%	(5)	(1)	(6)	(1)	(5)	(6)
<i>Total - Project (Adjusted PCE)</i>			363	83	446	195	361	556
<u>Existing Uses to be Removed</u>								
Rental Car Center	[d]	18.280 acres	176	183	359	203	200	403
Net New Project Trips (Adjusted PCE)			187	(100)	87	(8)	161	153

Notes

ksf: 1,000 square feet

[a] Source: *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).

[b] Vehicle mix based on *Warehouse Truck Trip Study Data Results and Usage* (SCAQMD, July 2014). Passenger Car Equivalence factors are applied to truck trips.

[c] The Project Site is located within 500 feet walking distance from a local bus stop that serves Metro Line 111. Therefore a 5% transit/walk-in reduction was applied to account for transit usage and walking arrivals.

[d] Trip generation for the existing rental car center based on empirical study provided in *9000 Airport Boulevard Warehouse: Trip Generation Analysis* (Dudek, March 2023)

TABLE 1B
TRIP GENERATION ESTIMATE
9000 AIRPORT BL
OPTION 2 - THREE BUILDING OPTION

Land Use	ITE Land Use	Trip Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i> [c]		<i>per ksf</i>	<i>50%</i>	<i>50%</i>	<i>0.02</i>	<i>46%</i>	<i>54%</i>	<i>0.02</i>
2-Axle Truck		16.7%	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		20.7%	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		62.6%	50%	50%	0.02	46%	54%	0.02
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Trip Generation Rates (PCE adjusted)</u> [b]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i>		1.0 PCE	<i>50%</i>	<i>50%</i>	<i>0.06</i>	<i>46%</i>	<i>54%</i>	<i>0.06</i>
2-Axle Truck		--	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		2.0 PCE	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		2.5 PCE	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		3.0 PCE	50%	50%	0.06	46%	54%	0.06
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Project (Unadjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	320.056 ksf						
Passenger Vehicles								
2-Axle Truck								
3-Axle Truck								
4+ Axle Truck								
Office	710	90 ksf	3	3	6	3	3	6
<i>Less Transit/Walk-In Reduction</i> [c]		5%	121	16	137	22	108	130
			(6)	(1)	(7)	(1)	(5)	(6)
<i>Total - Project (Unadjusted PCE)</i>			343	71	414	174	340	514
<u>Project (Adjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	320.056 ksf						
Passenger Vehicles								
2-Axle Truck								
3-Axle Truck								
4+ Axle Truck								
Office	710	90 ksf	10	9	19	9	10	19
<i>Less Transit/Walk-In Reduction</i> [c]		5%	121	16	137	22	108	130
			(6)	(1)	(7)	(1)	(5)	(6)
<i>Total - Project (Adjusted PCE)</i>			350	77	427	180	347	527
<u>Existing Uses to be Removed</u>								
Rental Car Center	[d]	18.280 acres	176	183	359	203	200	403
Net New Project Trips (Adjusted PCE)			174	(106)	68	(23)	147	124

Notes

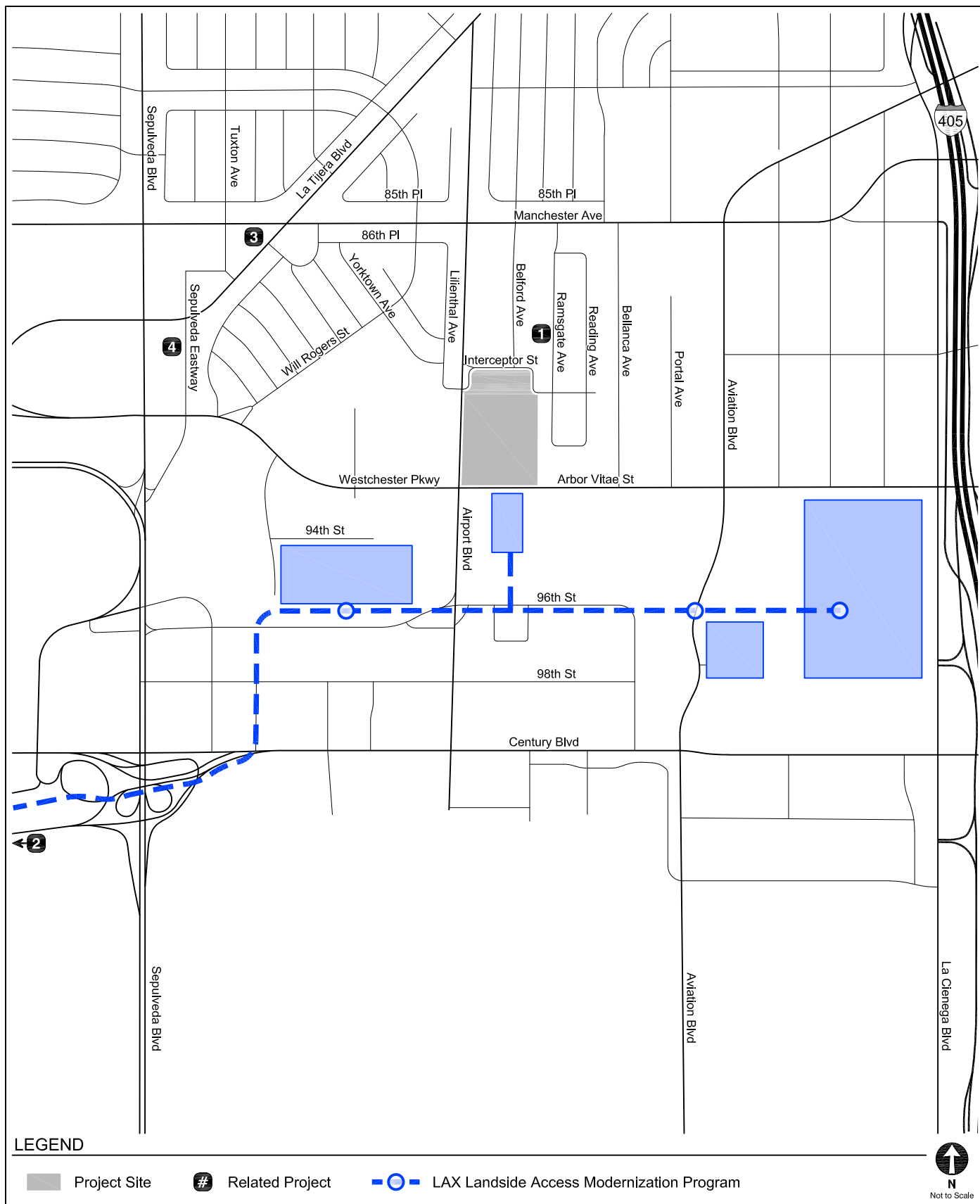
ksf: 1,000 square feet

[a] Source: *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).

[b] Vehicle mix based on *Warehouse Truck Trip Study Data Results and Usage* (SCAQMD, July 2014). Passenger Car Equivalence factors are applied to truck trips.

[c] The Project Site is located within 500 feet walking distance from a local bus stop that serves Metro Line 111. Therefore a 5% transit/walk-in reduction was applied to account for transit usage and walking arrivals.

[d] Trip generation for the existing rental car center based on empirical study provided in *9000 Airport Boulevard Warehouse: Trip Generation Analysis* (Dudek, March 2023)



LOCATION OF RELATED PROJECTS

FIGURE
3

**TABLE 2
RELATED PROJECTS LIST**

No.	Project	Address	Description	Trip Generation ^[a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Ramsgate Multi-Family	8833 S Ramsgate Ave	16-multi-family unit residential bldg	73	4	12	16	10	6	16
2.	LAX Airfield & Terminal Modernization Project [b]	Los Angeles International Airport	Implementation of airfield, concourse, terminal, and roadway improvements. Construction of approximately 6 new lane miles of roadways system to improve access to the CTA and new facilities. Two new terminal facilities are proposed to upgrade the airport's passenger processing capabilities. A pedestrian bridge connecting the new Terminal 9 to the CTA is also proposed. The Landside Access Modernization Project includes a 2.25-mile automated people mover, two intermodal transportation facilities for drop-offs and pick-ups, one consolidated rental car facility, and, comprehensive roadway improvements. [c]	4,900	336	84	420	205	285	490
3.	Mixed-Use Residential	6136 W Manchester Ave	489 multi-family unit residential bldg, including 64 affordable units and 16.12 ksf commercial uses.	3,300	40	126	166	115	62	177
4.	Affordable Residential	8819 Sepulveda Eastway	413 affordable multi-family unit residential bldg	1,718	75	127	202	15	12	26

Notes:

[a] Related project information provided by the Los Angeles Department of Transportation and Los Angeles Department of City Planning in August 2023 and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site.

[b] The related project is located outside of the one-half mile radius of the Project Site. However, was included as the project includes infrastructure improvements in the Project area including the area-wide LAX Landside Access Modernization Project. Trip generation estimates based on the projected increase in employees that would serve the new Concourse 0 and Terminal 9 facilities, as detailed in *City of Los Angeles Inter-Departmental Correspondence, LAX Airfield & Terminal Modernization Project (ATMP) Access and Circulation Analysis - LADOT Assessment and Recommendations* (LADOT, May 2021).

[c] The Landside Access Modernization Project is an infrastructure improvement proposed as part of the LAX ATMP (Related Project #2) that is located within 0.50 miles of the Project Site.

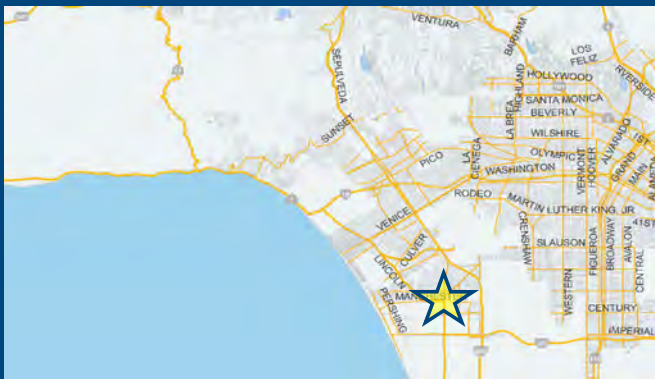
CITY OF LOS ANGELES VMT CALCULATOR Version 1.5



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

Project Information

Project: 9000 Airport
 Scenario: Option 1 - Single Building - PCE Adjusted
 Address: 9000 S AIRPORT BLVD, 90045



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

☐ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU
(custom) Car Rental Center Daily	6370	Trips
(custom) Car Rental Center HBW-Attraction Spli	5	Percent
(custom) Car Rental Center HBO-Attraction Split	51	Percent
(custom) Car Rental Center NHB-Attraction Split	22	Percent
(custom) Car Rental Center HBW-Production Spl	0	Percent
(custom) Car Rental Center HBO-Production Spl	0	Percent
(custom) Car Rental Center NHB-Production Spl	22	Percent
(custom) Car Rental Center Daily	0	Residents
(custom) Car Rental Center Daily	46	Employees [a]

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office General Office	80	ksf
Office General Office	80	ksf
(custom) Industrial Warehouse Daily	3654	Trips [b]
(custom) Industrial Warehouse HBW-Attraction :	20	Percent
(custom) Industrial Warehouse HBO-Attraction S	40	Percent
(custom) Industrial Warehouse NHB-Attraction S	20	Percent
(custom) Industrial Warehouse HBW-Production	0	Percent
(custom) Industrial Warehouse HBO-Production	0	Percent
(custom) Industrial Warehouse NHB-Production	20	Percent
(custom) Industrial Warehouse Daily	0	Residents
(custom) Industrial Warehouse Daily	355	Employees [c]
(custom) Industrial Warehouse Daily	Non-Retail	Retail/Non-Re

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

Project Screening Summary

Existing Land Use	Proposed
5,403 Daily Vehicle Trips	3,903 Daily Vehicle Trips
41,036 Daily VMT	31,918 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	-1,500 Net Daily Trips
The net increase in daily VMT ≤ 0	-9,118 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	



[a] The total employee estimate (1.0 employee per 1,000 sf) and trip purpose assumptions for the existing car rental center was based on the Auto Service land use.

[b] The daily trips for the Project were estimated by applying vehicle mix assumptions from SCAQMD's Warehouse Truck Trip Study Data Results and Usage (July 2014) and the associated PCE factors to the unadjusted trips estimated for a 355,390 sf light industrial use based on the VMT Calculator tool, which provides the most conservative daily trip estimate.

[c] The total employees for the Project reflects the total employee output from the VMT Calculator tool for a 355,390 sf light industrial use.

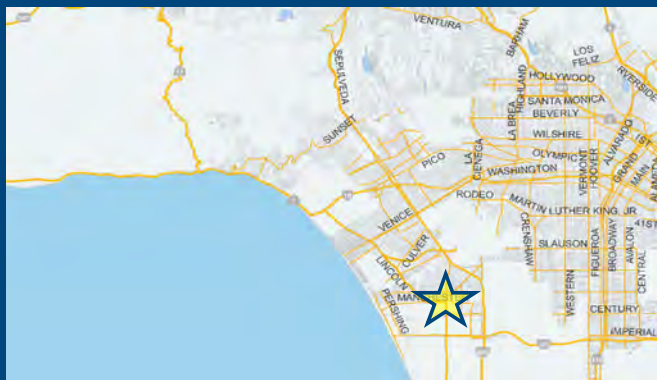
CITY OF LOS ANGELES VMT CALCULATOR Version 1.5



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

Project Information

Project: 9000 Airport
 Scenario: Option 2 - Three Building - PCE Adjusted
 Address: 9000 S AIRPORT BLVD, 90045



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

☒ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU
(custom) Car Rental Center Daily	6370	Trips
(custom) Car Rental Center HBW-Attraction Spli	5	Percent
(custom) Car Rental Center HBO-Attraction Split	51	Percent
(custom) Car Rental Center NHB-Attraction Split	22	Percent
(custom) Car Rental Center HBW-Production Spl	0	Percent
(custom) Car Rental Center HBO-Production Spl	0	Percent
(custom) Car Rental Center NHB-Production Spl	22	Percent
(custom) Car Rental Center Daily	0	Residents
(custom) Car Rental Center Daily	46	Employees [a]

☒ 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 Light Industrial	320.056	ksf
Office General Office	90	ksf
(custom) Industrial Warehouse Daily	3293	Trips [b]
(custom) Industrial Warehouse HBW-Attraction :	20	Percent
(custom) Industrial Warehouse HBO-Attraction S	40	Percent
(custom) Industrial Warehouse NHB-Attraction S	20	Percent
(custom) Industrial Warehouse HBW-Production	0	Percent
(custom) Industrial Warehouse HBO-Production	0	Percent
(custom) Industrial Warehouse NHB-Production	20	Percent
(custom) Industrial Warehouse Daily	0	Residents
(custom) Industrial Warehouse Daily	320	Employees [c]
(custom) Industrial Warehouse Daily	Non-Retail	Retail/Non-Re

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

Project Screening Summary

Existing Land Use	Proposed
5,403 Daily Vehicle Trips	3,691 Daily Vehicle Trips
41,036 Daily VMT	30,299 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	-1,712 Net Daily Trips
The net increase in daily VMT ≤ 0	-10,737 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	



[a] The total employee estimate (1.0 employee per 1,000 sf) and trip purpose assumptions for the existing car rental center was based on the Auto Service land use.
 [b] The daily trips for the Project were estimated by applying vehicle mix assumptions from SCAQMD's Warehouse Truck Trip Study Data Results and Usage (July 2014) and the associated PCE factors to the unadjusted trips estimated for a 320,056 sf light industrial use based on the VMT Calculator tool, which provides the most conservative daily trip estimate.
 [c] The total employees for the Project reflects the total employee output from the VMT Calculator tool for a 320,056 sf light industrial use.

**TABLE 4
FREEWAY OFF-RAMP SCREENING PROCESS**

Freeway Off-Ramp	Peak Hour	Option 1		Option 2	
		Net Project Traffic	Meets Screening Criteria? [a]	Net Project Traffic	Meets Screening Criteria? [a]
I-405 Northbound [b]					
Off-ramp to La Tijera Blvd	AM PM	0 0	NO NO	0 0	NO NO
Off-ramp to Manchester Blvd	AM PM	19 (1)	NO NO	17 (2)	NO NO
Off-ramp to Century Blvd	AM PM	9 0	NO NO	9 (1)	NO NO
I-405 Southbound [c]					
Off-ramp to La Tijera Blvd	AM PM	9 0	NO NO	9 (1)	NO NO
Off-ramp to Manchester Blvd	AM PM	19 (1)	NO NO	17 (2)	NO NO
Off-ramp to Century Blvd	AM PM	9 0	NO NO	9 (1)	NO NO
I-105 Eastbound [d]					
Off-ramp to La Cienega Blvd / Aviation Blvd	AM PM	9 0	NO NO	9 (1)	NO NO
Off-ramp to Nash Street	AM PM	9 0	NO NO	9 (1)	NO NO
Off-ramp to Sepulveda Blvd	AM PM	9 0	NO NO	9 (1)	NO NO
I-105 Westbound [e]					
Off-ramp to Imperial Highway	AM PM	0 0	NO NO	0 0	NO NO

Notes

[a] Based on Section 2.4.4 of the *Transportation Assessment Guidelines*, a transportation assessment for a development project must include analysis of any freeway off-ramp where a project adds 25 or more peak hour trips.

[b] 15% of incoming trips were assumed to travel northbound on the I-405 to the Project Site via off-ramps to Manchester Boulevard and Century Boulevard

[c] 20% of incoming trips were assumed to travel southbound on the I-405 to the Project Site via off-ramps to La Tijera Boulevard, Manchester Boulevard, and Century Boulevard.

[d] 15% of incoming trips were assumed to travel westbound on the I-105 to the Project Site via La Cienega Boulevard/Aviation Boulevard, Nash Street, and Sepulveda Boulevard.

[e] 0% of incoming trips were assumed to travel eastbound on the I-105 to the Project Site

Attachment C.1: Access Assessment Worksheet



Access Assessment Worksheet

This Worksheet supports the analysis needed to assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. If the project exceeds the screening criteria in Section V of the MOU, complete and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.:

I. PROJECT INFORMATION

Project Name: 9000 Airport Boulevard

Project Address: 9000 Airport Boulevard, Los Angeles, California 90045

Project Description: The Project would consist of either one or three industrial warehouse buildings with ancillary office space. The single building option (Option 1) is proposed to include a maximum of 435,390 sf and the three building option (Option 2) is proposed to include a combined floor area of 410,056 sf.

LADOT Project Case Number: CTC23-115797 (56118)

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☐ ITE 10th Edition ☒ Other: ITE 11th Edition

	Land Use	Size/Unit	Daily Person Trips
Proposed	To be further evaluated in Transportation Assessment		
	Total new trips:		

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☐ Yes ☐ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
 - Geographic Distribution: N 40 % S 40 % E 10 % W 10 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)



City of Los Angeles Transportation Assessment MOU

- Key pedestrian destinations with hours of operation:
 - schools (school times)
 - government offices with a public counter or meeting room
 - senior citizen centers
 - recreation centers or playgrounds
 - public libraries
 - medical centers or clinics
 - child care facilities
 - post offices
 - places of worship
 - grocery stores
 - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? ☐ Yes ☒ No

If yes, list streets and include distance from the project:

_____	at _____ (feet)
_____	at _____ (feet)
_____	at _____ (feet)
_____	at _____ (feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the [Transportation Assessment Support Map](#)

Crossing Distances



City of Los Angeles Transportation Assessment MOU

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☒ Yes ☐ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

_____ (feet) at <u>See Table 4</u>	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____

For each street along the property frontage, provide:

the roadway configuration: See Table 5

- | | |
|----------------------------|----------------------------|
| • 2-Lane | • 5-Lane w/ striped median |
| • 3-Lane w/ striped median | • 5-Lane w/ raised median |
| • 3-Lane w/ raised median | • 6-Lane |
| • 4-Lane | • Other: _____ |

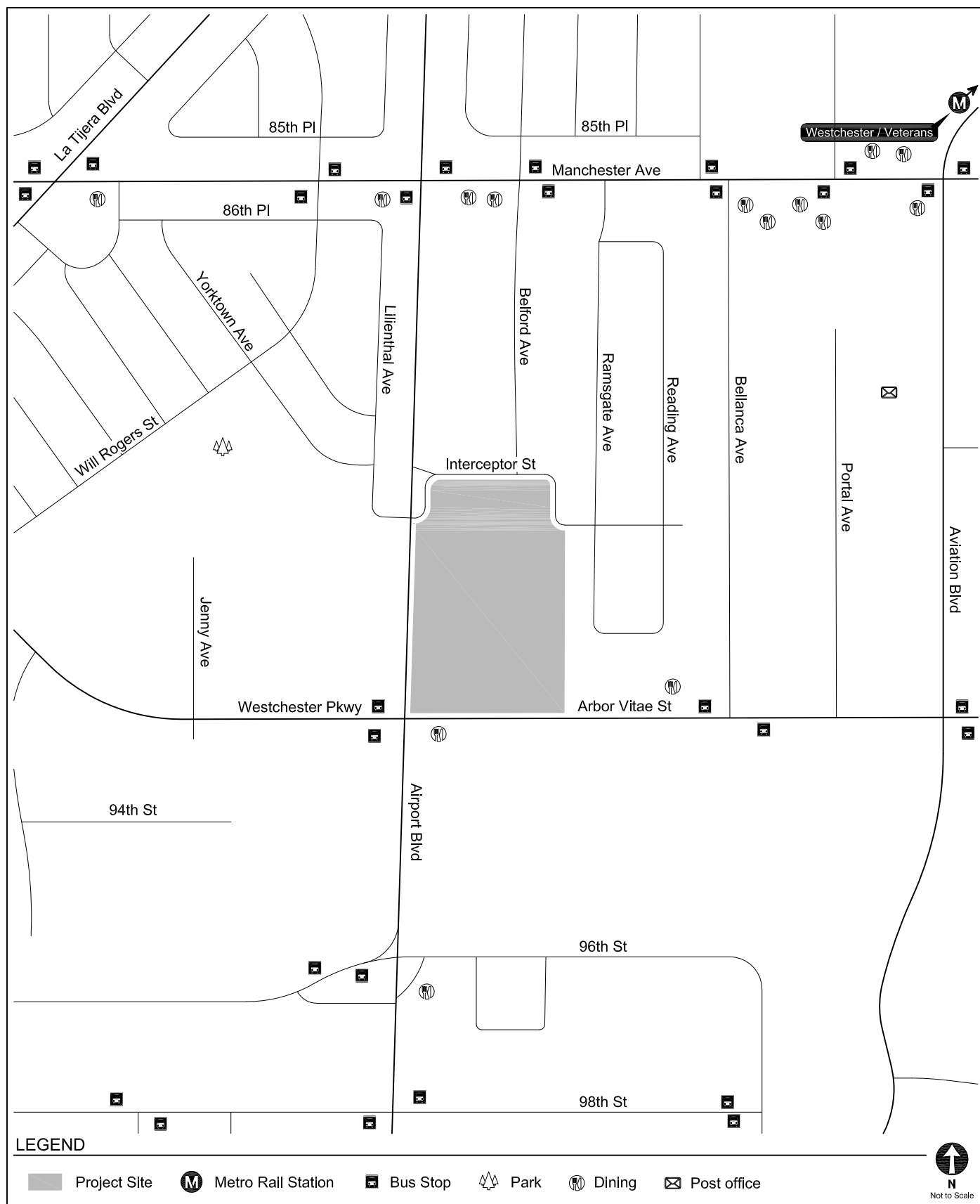
and crossing distance: _____ ft total _____ ft to median _____ ft to median

V. Project Construction

Will the project require any construction activity within the city right-of-way? ☒ Yes ☐ No

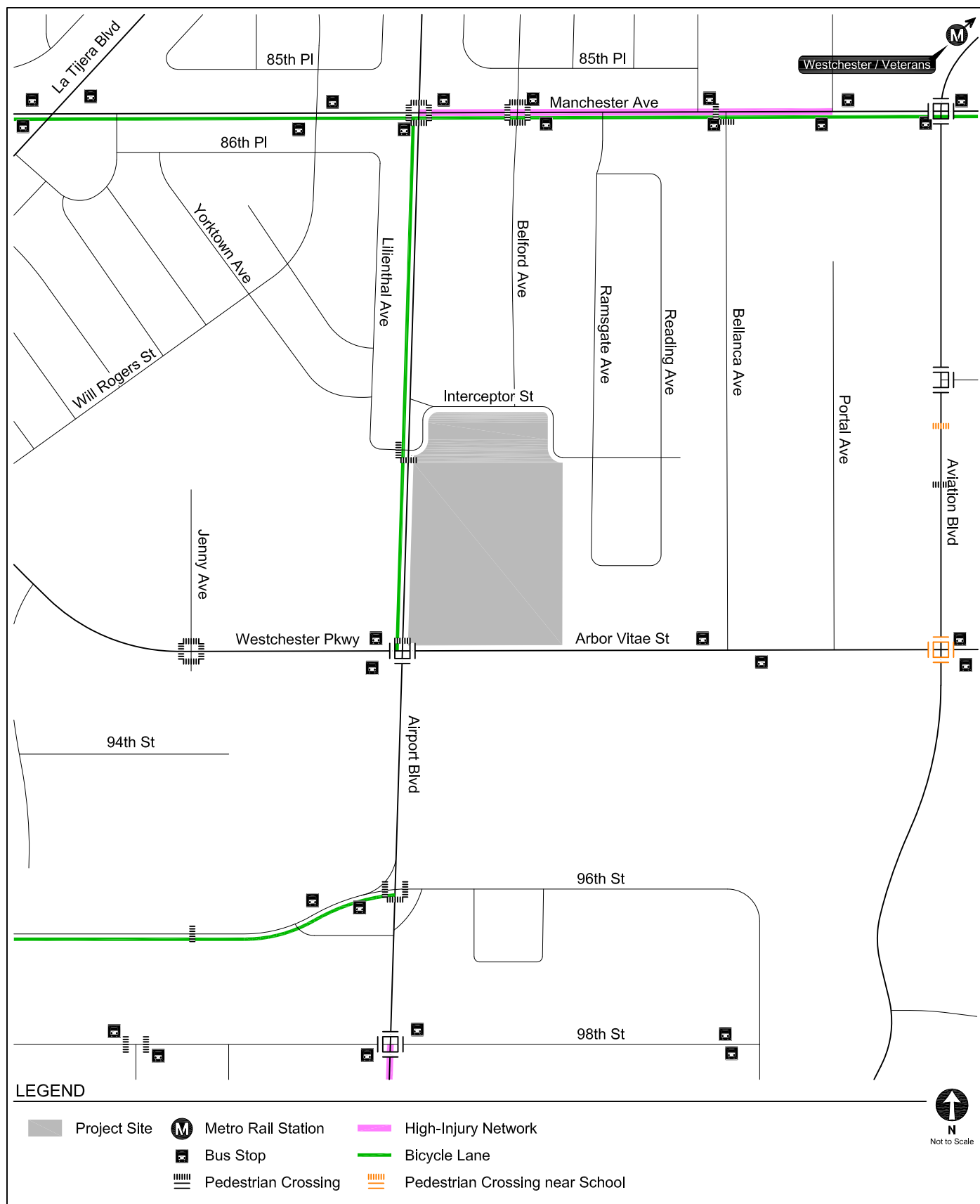
If yes, will the project require temporary closure of any of the following city facilities?

- ✓ • sidewalk
- ✓ • bike lane
- parking lane
- ✓ • travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____



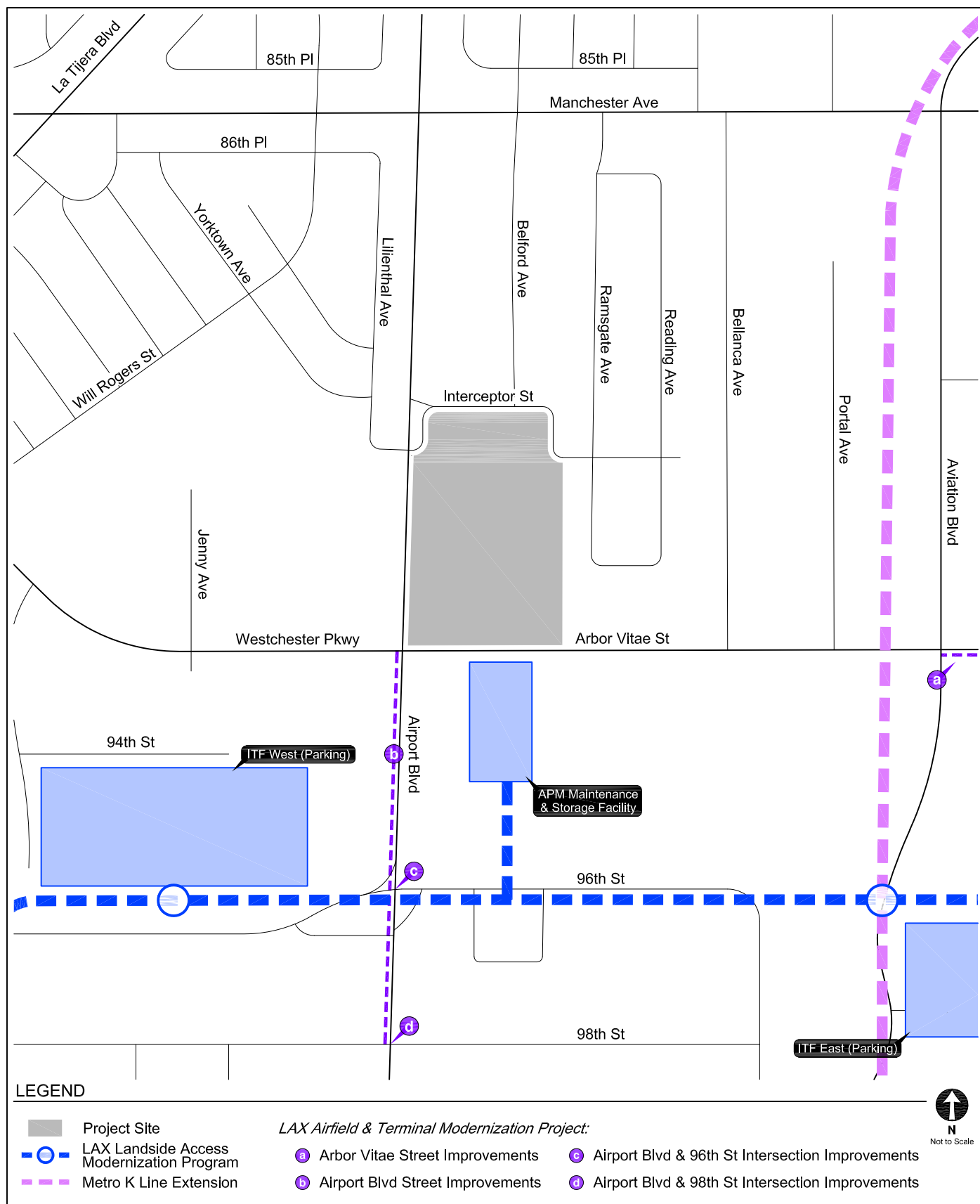
PEDESTRIAN ATTRACTORS INVENTORY

FIGURE
4



EXISTING TRANSPORTATION FACILITIES

FIGURE
5



FUTURE TRANSPORTATION FACILITIES

FIGURE
6

TABLE 4
ROADWAY CONFIGURATION AND CROSSING DISTANCE
ALONG PROJECT FRONTAGES

Street Segment	Distance (ft)	From	To
Airport Blvd.	880	Arbor Vitae St.	Lilienthal Ave.
	1,165	96th St.	Arbor Vitae St.
Arbor Vitae St.	915	Jenny Ave	Airport Blvd

TABLE 5
ROADWAY CONFIGURATION AND CROSSING DISTANCE
ALONG PROJECT FRONTAGES

Street Segment	Roadway Configuration	Total Distance (ft)	Ft to Median
Airport Blvd	5-Lane	75	37.5
Arbor Vitae	5-Lane	65	32.5

Attachment B

Plans, Policies, and Programs Consistency Worksheet



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.

Frontage 1 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

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?



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**.¹

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

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

¹ 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
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 feet² 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

² 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**.³

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

³ 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 amount⁴ 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

⁴ 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.



Plan, Policy, and Program Consistency Worksheet

References

BOE [Street Standard Dimensions S-470-1](#)

http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP [Citywide Design Guidelines](#).

https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

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

Mobility Plan 2035

https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, <https://www.connectsocal.org/Pages/default.aspx>

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix I.2

LADOT Transportation Assessment Letter

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

9000 S. Airport Blvd
DOT Case No. CTC23-115797

Date: October 21, 2025

To: Brenda Kahinju, Senior Administrative Clerk
Department of City Planning

From:  Digitally signed by Eduardo Hermoso
Date: 2025.10.21 13:28:44 -07'00'
Eduardo Hermoso, Transportation Engineer
Department of Transportation

Subject: **TECHNICAL MEMORANDUM FOR THE DEMOLITION OF A CAR RENTAL FACILITY AND CONSTRUCTION OF A NEW INDUSTRIAL WAREHOUSE BUILDING WITH ANCILLARY OFFICE SPACE LOCATED AT 9000 SOUTH AIRPORT BOULEVARD.**

The Department of Transportation (DOT) has completed the review of a technical memorandum prepared by Gibson Transportation Consulting, Inc., dated October 9, 2025, for the proposed demolition of a car rental facility and construction of a new industrial warehouse building with ancillary office space. The project is located at 9000 South Airport Blvd. Although the Project required a discretionary action, it was not estimated to generate a net increase of 250 or more daily vehicle trips. Thus a transportation assessment was not required. Although the Project screens out of a majority of sections identified in the Traffic Assessment Guidelines (TAG), this technical memorandum analyzes both California Environmental Quality Act (CEQA) and Non-CEQA transportation analysis. After completing a review of the pertinent data provided in the report, DOT confirms that the report adequately represents any operational concerns in the Project area.

DISCUSSIONS AND FINDINGS

A. Project Description

The project proposes the demolition of an existing car rental facility of 37,860 square feet and the construction of one of the following two (2) options:

1. Option 1: is a 435,390 square foot industrial warehouse building with accessory office space consisting of 355,390 square feet of industrial warehouse and 80,000 square feet of ancillary office space. A copy of the proposed site plan for Option 1 is shown in *Figure 1A* as **Attachment A**. The project is expected to be completed by 2027.
2. Option 2: are three (3) separate buildings of up to 410,056 square feet of industrial warehouse use with accessory office space. Combined, Option 2 would consist of 320,056 square feet of industrial warehouse space and 90,000 square feet of ancillary office space. A copy of the proposed site plan for Option 2 is shown in *Figure 1B* as **Attachment B**. The project is expected to be completed by 2027.

B. Freeway Safety Analysis

Per Section 2.4.4 of the TAG, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway

off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. As detailed in the Traffic MOU, the Project would not add 25 or more peak hour trips to any freeway off-ramp locations during either the morning or afternoon peak hour. Therefore, a freeway ramp analysis is not required.

C. Trip Generation

The trip generation estimates were based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. Truck trips were based on the South Coast Air Quality Management District's Warehouse Truck Trip Study Data Results and Usage, July 2014. Truck trips were then converted to passenger-car equivalent (PCE) trips. Existing use credit trip generation was based on an empirical study provided for 9000 Airport Boulevard Warehouse: Trip Generation Analysis (Dudek, March 2023).

Option 1 is estimated to generate a passenger car equivalent net increase of approximately 87 trips in the a.m. peak hour, and a net increase of 153 trips in the p.m. peak hour. A copy of the trip generation estimate for Option 1 is shown in *Table 3A* as **Attachment C**.

Option 2 is estimated to generate a passenger car equivalent net increase of approximately 68 trips in the a.m. peak hour, and a net increase of 124 trips in the p.m. peak hour. A copy of the trip generation estimate for Option 2 is shown in *Table 3B* as **Attachment D**.

C. CEQA Screening Thresholds

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the Project would exceed 250 daily vehicle trips (DVT) screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the Project's surroundings, it was determined that the Project **does not** exceed the net 250 daily vehicle trips threshold for both Option 1 and Option 2.

LADOT concurs with the conclusion of the transportation assessment that the project trip generation does not meet the trip threshold to require a traffic impact analysis. Therefore, LADOT **will not** require the preparation of a traffic impact analysis for this project. The VMT calculator version 1.5, was the latest available at the time the analysis was submitted and accepted by DOT. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment E** for Option 1 and **Attachment F** for Option 2 to this letter. Additionally, the analysis included further discussion of the CEQA transportation impact thresholds:

1. Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies

The transportation assessment evaluated the proposed Project for conformance with the adopted City's transportation plans and policies for all travel modes. According to the analysis, the Project does not obstruct or conflict with the City's development policies and standards for the transportation system.

2. Threshold T-2.1: Causing Substantial Vehicle Miles Traveled

Using the VMT Calculator, the assessment determined that the project under Option 1

would generate a net decrease in DVT and daily VMT of -1,500 and -9,118, respectively. Under Option 2, the project would also generate a net decrease in DVT and Daily VMT of -1,712 and -10,737, respectively. Therefore no further analysis was required.

3. Threshold T-3: Substantially Increasing Hazards Due To a Geometric Design Feature or Incompatible Use

Project access points were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

A Queuing Model was utilized based on Poisson's distribution of the estimated vehicular and truck traffic to perform queue analysis of the various ingress/egress driveways for both options. The queue analysis summaries are provided in *Table 8A* for Option 1 as **Attachment G** and in *Table 8B* for Option 2 as **Attachment H**. It was determined that all driveways would have sufficient capacity to accommodate both vehicular and truck traffic. The Project does not involve any design features that are unusual for the area or any incompatible use; however, it was determined that under Option 1, the truck only ingress/egress driveway at Airport Boulevard & Interceptor Street would need to be signalized and incorporated into the existing signalized intersection of Airport Boulevard & Interceptor Street, to accommodate egress truck traffic and limit potential impediments to traffic flow (vehicle/vehicle conflicts) along Interceptor Street from trucks exiting the Project site. Additionally, a protected Class IV bike lane currently exists along Airport Blvd. Under Option 1, the project would reconstruct and reconfigure the existing driveway on Airport Blvd, whereas Option 2 proposes to close the existing driveway and construct a new one along Airport Blvd. The reconfiguration or relocation of the project driveway(s) would need to be carefully coordinated to maintain safe and efficient access while preserving the integrity of the existing bikeway facility.

The Project shall coordinate with LADOT's B-Permit Section and LADOT's Western District Office for the review and approval of the proposed driveway signalization design on Interceptor Street, as well as any modifications to the existing Class IV bike lane resulting from the new driveway placement or reconfiguration of existing driveway. All design and construction costs associated with these improvements shall be paid by the applicant.

All proposed improvements should be implemented and guaranteed through the Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and completed prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the Project.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the

CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed.

Per the screening criteria described in Section 3.3 of the TAG, since the project does not generate a net increase of 500 or more daily vehicle trips further analysis is not required.

PROJECT REQUIREMENTS

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project. Under Option 1, the Project would provide 274 vehicle parking spaces and 90 trailer parking spaces located within surface parking areas on-site. In addition, forty-four (44) short-term and fifty-two (52) long-term bicycle parking spaces would be provided on-site. Under Option 2, the Project would provide 369 vehicle parking spaces within surface parking areas on-site. Additionally, seventeen (17) loading dock doors would be provided at each building. In addition, forty-one (41) short-term and fifty (50) long-term bicycle parking spaces would be provided on-site.

2. Highway Dedication and Street Widening Requirements

In order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

3. Project Access and Circulation

The conceptual site plans, as referenced in Attachment A and Attachment B for the project, are acceptable to LADOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062).

Under Option 1 vehicular access to the surface parking areas would be provided via driveways on Airport Boulevard, Arbor Vitae Street, and Interceptor Street. Two (2) separate emergency vehicle access driveways would be provided along Interceptor Street along the northeast border of the project site. The southernmost truck only ingress/egress driveway off Airport Boulevard would be restricted to right-turn in/right-turn out only access to limit potential conflicts between ingress/egress truck traffic and roadway users.

Under Option 2 vehicular access to the surface parking areas would be provided via driveways on Airport Boulevard, Arbor Vitae Street, and Interceptor Street. One (1) emergency vehicle

access driveway would be provided at the easternmost driveway along Arbor Vitae Street along the southern border of the project site. The shared car and truck ingress/egress driveway off Airport Boulevard would be restricted to right-turn in/right-turn out only access to limit potential conflicts between ingress/egress traffic and roadway users.

All passenger and commercial loading is expected to occur on site. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 1.D.2 of the Fee Ordinance No. 186105 as authorized by the Coastal Transportation Corridor Specific Plan (CTCSP), an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of a TIA fee prior to issuance of any building permit. Applicable fee rates are identified in the TIA fee Table of the Fee Ordinance.

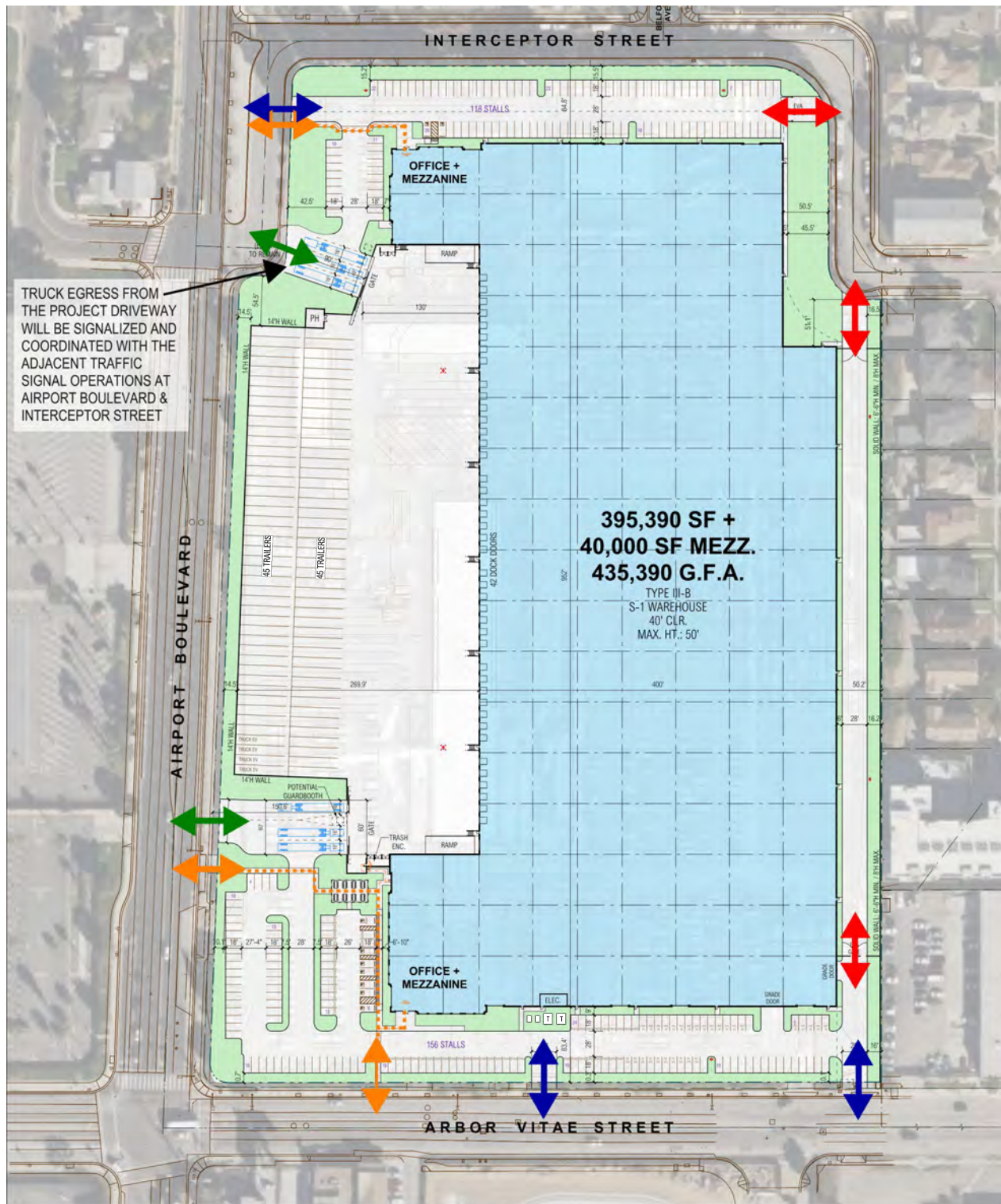
Pursuant to Section 7 of Ordinance No. 186104 as authorized by the Coastal Transportation Corridor Specific Plan (CTCSP), an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of a TIA fee prior to issuance of any building permit. Applicable fee rates are identified in the TIA fee Table of the Fee Ordinance.

6. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance. Ordinance No. 188663 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eder Romero or me at (213) 485-1062.

c: Craig Bullock, Jeff Khau, Council District No. 11
Rudy Guevara, DOT
Kathleen King, Kiersten Turner, City Planning
Mike Patonai, Oscar Gutierrez, BOE
Sean Mohn, Emily Wong, Rebecca Avanesian, Gibson Transportation Consulting, Inc



Legend

 **Car Ingress/Egress**

 **Truck Ingress/Egress**

 EVA Access Only


Pedestrian Access

..... **Path of Travel**

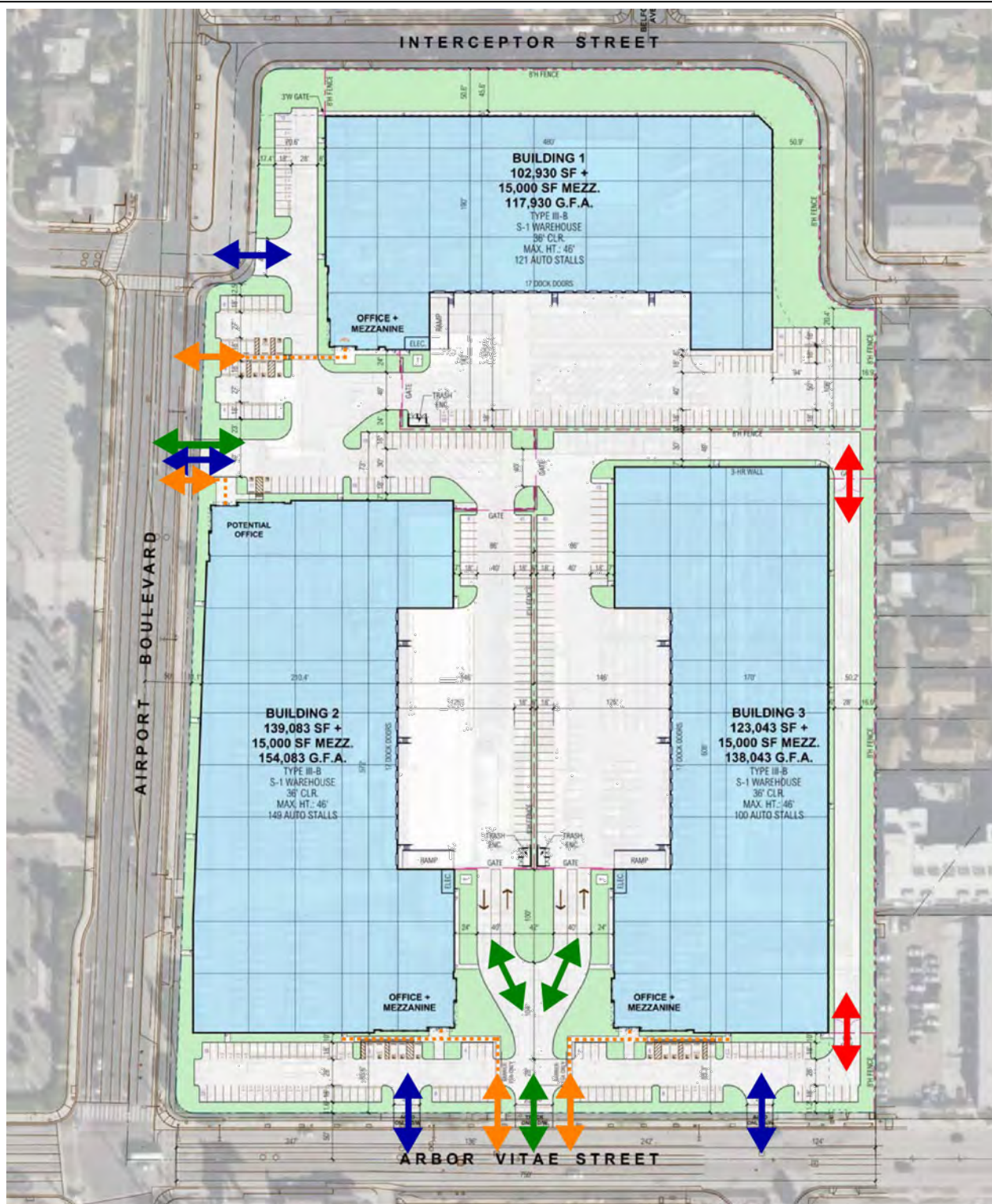
Source: RGA Office of Architectural Design. October, 2025.



Not to Scale

PROJECT SITE PLAN OPTION 1

FIGURE
1A



Legend

- Car Ingress/Egress
- Truck Ingress/Egress
- EVA Access Only
- Pedestrian Access
- Path of Travel

Source: RGA Office of Architectural Design. August, 2025.



PROJECT SITE PLAN
OPTION 2

FIGURE
1B

Attachment "C"

**TABLE 3A
TRIP GENERATION ESTIMATE
9000 AIRPORT BL
OPTION 1 - SINGLE BUILDING OPTION**

Land Use	ITE Land Use	Trip Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i> [c]		<i>per ksf</i>	50%	50%	0.02	46%	54%	0.02
2-Axle Truck		16.7%	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		20.7%	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		62.6%	50%	50%	0.02	46%	54%	0.02
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Trip Generation Rates (PCE adjusted)</u> [b]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i>		1.0 PCE	50%	50%	0.06	46%	54%	0.06
2-Axle Truck		--	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		2.0 PCE	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		2.5 PCE	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		3.0 PCE	50%	50%	0.06	46%	54%	0.06
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Project (Unadjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	355.390 ksf						
Passenger Vehicles			250	59	309	166	260	426
2-Axle Truck			0	0	0	0	0	0
3-Axle Truck			0	0	0	0	0	0
4+ Axle Truck			4	3	7	3	4	7
Office	710	80 ksf	107	15	122	20	95	115
<i>Less Transit/Walk-In Reduction</i> [c]		5%	(5)	(1)	(6)	(1)	(5)	(6)
Total - Project (Unadjusted PCE)			356	76	432	188	354	542
<u>Project (Adjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	355.390 ksf						
Passenger Vehicles			250	59	309	166	260	426
2-Axle Truck			0	0	0	0	0	0
3-Axle Truck			0	0	0	0	0	0
4+ Axle Truck			11	10	21	10	11	21
Office	710	80 ksf	107	15	122	20	95	115
<i>Less Transit/Walk-In Reduction</i> [c]		5%	(5)	(1)	(6)	(1)	(5)	(6)
Total - Project (Adjusted PCE)			363	83	446	195	361	556
<u>Existing Uses to be Removed</u>								
Rental Car Center	[d]	18.280 acres	176	183	359	203	200	403
Net New Project Trips (Adjusted PCE)			187	(100)	87	(8)	161	153

Notes

ksf: 1,000 square feet

[a] Source: *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).

[b] Vehicle mix based on *Warehouse Truck Trip Study Data Results and Usage* (SCAQMD, July 2014). Passenger Car Equivalence factors are applied to truck trips.

[c] The Project Site is located within 500 feet walking distance from a local bus stop that serves Metro Line 111. Therefore a 5% transit/walk-in reduction was applied to account for transit usage and walking arrivals.

[d] Trip generation for the existing rental car center based on empirical study provided in *9000 Airport Boulevard Warehouse: Trip Generation Analysis* (Dudek, March 2023).

TABLE 3B
TRIP GENERATION ESTIMATE
9000 AIRPORT BL
OPTION 2 - THREE BUILDING OPTION

Land Use	ITE Land Use	Trip Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i> [c]		<i>per ksf</i>	50%	50%	0.02	46%	54%	0.02
2-Axle Truck		16.7%	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		20.7%	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		62.6%	50%	50%	0.02	46%	54%	0.02
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Trip Generation Rates (PCE adjusted)</u> [b]								
High-Cube Fulfillment Center Warehouse (Sort)	155							
Passenger Vehicles		per ksf	81%	19%	0.87	39%	61%	1.20
<i>Trucks</i>		--	50%	50%	0.06	46%	54%	0.06
2-Axle Truck		2.0 PCE	50%	50%	0.00	46%	54%	0.00
3-Axle Truck		2.5 PCE	50%	50%	0.00	46%	54%	0.00
4+ Axle Truck		3.0 PCE	50%	50%	0.06	46%	54%	0.06
General Office Building	710	per ksf	88%	12%	1.52	17%	83%	1.44
<u>Project (Unadjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	320.056 ksf						
Passenger Vehicles			225	53	278	150	234	384
2-Axle Truck			0	0	0	0	0	0
3-Axle Truck			0	0	0	0	0	0
4+ Axle Truck			3	3	6	3	3	6
Office	710	90 ksf	121	16	137	22	108	130
<i>Less Transit/Walk-In Reduction</i> [c]		5%	(6)	(1)	(7)	(1)	(5)	(6)
Total - Project (Unadjusted PCE)			343	71	414	174	340	514
<u>Project (Adjusted PCE)</u>								
High-Cube Fulfillment Center Warehouse (Sort)	155	320.056 ksf						
Passenger Vehicles			225	53	278	150	234	384
2-Axle Truck			0	0	0	0	0	0
3-Axle Truck			0	0	0	0	0	0
4+ Axle Truck			10	9	19	9	10	19
Office	710	90 ksf	121	16	137	22	108	130
<i>Less Transit/Walk-In Reduction</i> [c]		5%	(6)	(1)	(7)	(1)	(5)	(6)
Total - Project (Adjusted PCE)			350	77	427	180	347	527
<u>Existing Uses to be Removed</u>								
Rental Car Center	[d]	18.280 acres	176	183	359	203	200	403
Net New Project Trips (Adjusted PCE)			174	(106)	68	(23)	147	124

Notes

ksf: 1,000 square feet

[a] Source: *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).[b] Vehicle mix based on *Warehouse Truck Trip Study Data Results and Usage* (SCAQMD, July 2014). Passenger Car Equivalence factors are applied to truck trips.

[c] The Project Site is located within 500 feet walking distance from a local bus stop that serves Metro Line 111. Therefore a 5% transit/walk-in reduction was applied to account for transit usage and walking arrivals.

[d] Trip generation for the existing rental car center based on empirical study provided in *9000 Airport Boulevard Warehouse: Trip Generation Analysis* (Dudek, March 2023).

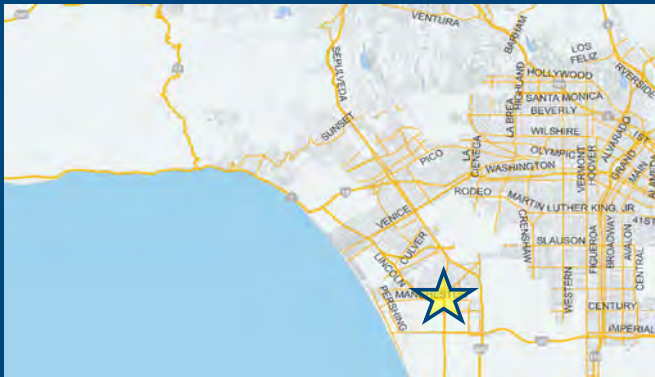
CITY OF LOS ANGELES VMT CALCULATOR Version 1.5



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

Project Information

Project: 9000 Airport
 Scenario: Option 1 - Single Building - PCE Adjusted
 Address: 9000 S AIRPORT BLVD, 90045



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

☐ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU
(custom) Car Rental Center Daily	6370	Trips
(custom) Car Rental Center HBW-Attraction Spli	5	Percent
(custom) Car Rental Center HBO-Attraction Split	51	Percent
(custom) Car Rental Center NHB-Attraction Split	22	Percent
(custom) Car Rental Center HBW-Production Sp	0	Percent
(custom) Car Rental Center HBO-Production Spl	0	Percent
(custom) Car Rental Center NHB-Production Spl	22	Percent
(custom) Car Rental Center Daily	0	Residents
(custom) Car Rental Center Daily	46	Employees [a]

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office General Office	80	ksf
Office General Office	80	ksf
(custom) Industrial Warehouse Daily	3654	Trips [b]
(custom) Industrial Warehouse HBW-Attraction :	20	Percent
(custom) Industrial Warehouse HBO-Attraction S	40	Percent
(custom) Industrial Warehouse NHB-Attraction S	20	Percent
(custom) Industrial Warehouse HBW-Production	0	Percent
(custom) Industrial Warehouse HBO-Production	0	Percent
(custom) Industrial Warehouse NHB-Production	20	Percent
(custom) Industrial Warehouse Daily	0	Residents
(custom) Industrial Warehouse Daily	355	Employees [c]
(custom) Industrial Warehouse Daily	Non-Retail	Retail/Non-Re

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

Project Screening Summary

Existing Land Use	Proposed
5,403 Daily Vehicle Trips	3,903 Daily Vehicle Trips
41,036 Daily VMT	31,918 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	-1,500 Net Daily Trips
The net increase in daily VMT ≤ 0	-9,118 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	

[a] The total employee estimate (1.0 employee per 1,000 sf) and trip purpose assumptions for the existing car rental center was based on the Auto Service land use.

[b] The daily trips for the Project were estimated by applying vehicle mix assumptions from SCAQMD's Warehouse Truck Trip Study Data Results and Usage (July 2014) and the associated PCE factors to the unadjusted trips estimated for a 355,390 sf light industrial use based on the VMT Calculator tool, which provides the most conservative daily trip estimate.

[c] The total employees for the Project reflects the total employee output from the VMT Calculator tool for a 355,390 sf light industrial use.

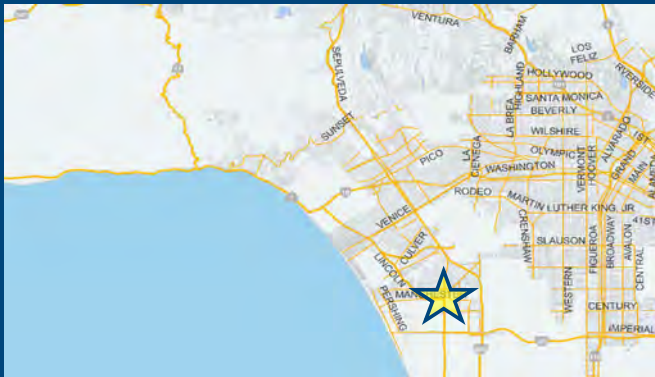
CITY OF LOS ANGELES VMT CALCULATOR Version 1.5



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

Project Information

Project: 9000 Airport
 Scenario: Option 2 - Three Building - PCE Adjusted
 Address: 9000 S AIRPORT BLVD, 90045



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

☐ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU
(custom) Car Rental Center Daily	6370	Trips
(custom) Car Rental Center HBW-Attraction Spli	5	Percent
(custom) Car Rental Center HBO-Attraction Split	51	Percent
(custom) Car Rental Center NHB-Attraction Split	22	Percent
(custom) Car Rental Center HBW-Production Spl	0	Percent
(custom) Car Rental Center HBO-Production Spl	0	Percent
(custom) Car Rental Center NHB-Production Spl	22	Percent
(custom) Car Rental Center Daily	0	Residents
(custom) Car Rental Center Daily	46	Employees [a]

☒ 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 Light Industrial	320,056	ksf
Office General Office	90	ksf
(custom) Industrial Warehouse Daily	3293	Trips [b]
(custom) Industrial Warehouse HBW-Attraction :	20	Percent
(custom) Industrial Warehouse HBO-Attraction S	40	Percent
(custom) Industrial Warehouse NHB-Attraction S	20	Percent
(custom) Industrial Warehouse HBW-Production	0	Percent
(custom) Industrial Warehouse HBO-Production	0	Percent
(custom) Industrial Warehouse NHB-Production	20	Percent
(custom) Industrial Warehouse Daily	0	Residents
(custom) Industrial Warehouse Daily	320	Employees [c]
(custom) Industrial Warehouse Daily	Non-Retail	Retail/Non-Re

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

Project Screening Summary

Existing Land Use	Proposed
5,403 Daily Vehicle Trips	3,691 Daily Vehicle Trips
41,036 Daily VMT	30,299 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	-1,712 Net Daily Trips
The net increase in daily VMT ≤ 0	-10,737 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	

[a] The total employee estimate (1.0 employee per 1,000 sf) and trip purpose assumptions for the existing car rental center was based on the Auto Service land use.

[b] The daily trips for the Project were estimated by applying vehicle mix assumptions from SCAQMD's Warehouse Truck Trip Study Data Results and Usage (July 2014) and the associated PCE factors to the unadjusted trips estimated for a 320,056 sf light industrial use based on the VMT Calculator tool, which provides the most conservative daily trip estimate.

[c] The total employees for the Project reflects the total employee output from the VMT Calculator tool for a 320,056 sf light industrial use.

TABLE 8A
QUEUING ANALYSIS SUMMARY - POISSON DISTRIBUTION METHODOLOGY
OPTION 1

<u>Interceptor St & Airport BI Driveway</u>		
Number of Lanes:	2	
Transactions per Minute:	4	
Start Time:	8:00 AM	
Minutes per Period:	15	

Begin	End	Vehicles
8:00 AM	8:15 AM	1
8:15 AM	8:30 AM	1
8:30 AM	8:45 AM	1
8:45 AM	9:00 AM	1
		4

Maximum Queue (Vehicles)	Occurrences	Percentile
0	1000	100.0%

Number of Hours:	1	85th Percentile:	0
Number of Tests:	1,000	90th Percentile:	0
		95th Percentile:	0

<u>Airport BI Driveway</u>		
Number of Lanes:	2	
Transactions per Minute:	4	
Start Time:	8:00 AM	
Minutes per Period:	15	

Begin	End	Vehicles
8:00 AM	8:15 AM	1
8:15 AM	8:30 AM	1
8:30 AM	8:45 AM	1
8:45 AM	9:00 AM	1
		4

Maximum Queue (Vehicles)	Occurrences	Percentile
0	1000	100.0%

Number of Hours:	1	85th Percentile:	0
Number of Tests:	1,000	90th Percentile:	0
		95th Percentile:	0

Interceptor St & Airport BI Driveway					
Number of Lanes:	2				
Transactions per Minute:	4				
Start Time:	9:30 AM				
Minutes per Period:	15				
	Begin	End	Vehicles		
	9:30 AM	9:45 AM	7		
	9:45 AM	10:00 AM	7		
	10:00 AM	10:15 AM	7		
	10:15 AM	10:30 AM	7		
			28		
Number of Hours:	1			85th Percentile:	0
Number of Tests:	1,000			90th Percentile:	0
				95th Percentile:	0
Airport BI Driveway					
Number of Lanes:	2				
Transactions per Minute:	4				
Start Time:	9:30 AM				
Minutes per Period:	15				
	Begin	End	Vehicles		
	9:30 AM	9:45 AM	7		
	9:45 AM	10:00 AM	7		
	10:00 AM	10:15 AM	7		
	10:15 AM	10:30 AM	6		
			27		
Number of Hours:	1			85th Percentile:	0
Number of Tests:	1,000			90th Percentile:	0
				95th Percentile:	0

<u>Interceptor St & Airport BI Driveway</u>		
Number of Lanes:	2	
Transactions per Minute:	4	
Start Time:	5:00 PM	
Minutes per Period:	15	

Begin	End	Vehicles
5:00 PM	5:15 PM	1
5:15 PM	5:30 PM	1
5:30 PM	5:45 PM	1
5:45 PM	6:00 PM	1
		4

Maximum Queue (Vehicles)	Occurrences	Percentile
0	1000	100.0%

Number of Hours:	1	85th Percentile:	0
Number of Tests:	1,000	90th Percentile:	1
		95th Percentile:	1

<u>Airport BI Driveway</u>		
Number of Lanes:	2	
Transactions per Minute:	4	
Start Time:	5:00 PM	
Minutes per Period:	15	

Begin	End	Vehicles
5:00 PM	5:15 PM	1
5:15 PM	5:30 PM	1
5:30 PM	5:45 PM	1
5:45 PM	6:00 PM	1
		4

Maximum Queue (Vehicles)	Occurrences	Percentile
0	1000	100.0%

Number of Hours:	1	85th Percentile:	0
Number of Tests:	1,000	90th Percentile:	1
		95th Percentile:	1

TABLE 8B
QUEUING ANALYSIS SUMMARY - POISSON DISTRIBUTION METHODOLOGY
OPTION 2

[illegible]

<u>Airport Blvd Driveway</u>					
Number of Lanes:	1				
Transactions per Minute:	3				
Start Time:	9:30 AM				
Minutes per Period:	15				
	<u>Begin</u>	<u>End</u>	<u>Vehicles</u>		
	9:30 AM	9:45 AM	7		
	9:45 AM	10:00 AM	7		
	10:00 AM	10:15 AM	8		
	10:15 AM	10:30 AM	7		
			29		
Number of Hours:	1				
Number of Tests:	1,000				
<u>Arbor Vitae St Driveway</u>					
Number of Lanes:	2				
Transactions per Minute:	4				
Start Time:	9:30 AM				
Minutes per Period:	15				
	<u>Begin</u>	<u>End</u>	<u>Vehicles</u>		
	9:30 AM	9:45 AM	9		
	9:45 AM	10:00 AM	9		
	10:00 AM	10:15 AM	9		
	10:15 AM	10:30 AM	8		
			35		
Number of Hours:	1				
Number of Tests:	1,000				

Airport BI Driveway

Number of Lanes: 1

Transactions per Minute: 13

Start Time: 5:00 PM

Minutes per Period: 15

Begin	End	Vehicles
5:00 PM	5:15 PM	11
5:15 PM	5:30 PM	11
5:30 PM	5:45 PM	11
5:45 PM	6:00 PM	11
		44

Number of Hours: 1

Number of Tests: 1,000

Maximum Queue (Vehicles)

Occurrences

Percentile

0

1000

100.0%

85th Percentile: 0

90th Percentile: 1

95th Percentile: 1

Arbor Vitae St Driveway

Number of Lanes: 2

Transactions per Minute: 4

Start Time: 5:00 PM

Minutes per Period: 15

Begin	End	Vehicles
5:00 PM	5:15 PM	1
5:15 PM	5:30 PM	1
5:30 PM	5:45 PM	1
5:45 PM	6:00 PM	1
		4

Number of Hours: 1

Number of Tests: 1,000

Maximum Queue (Vehicles)

Occurrences

Percentile

0

1000

100.0%

85th Percentile: 0

90th Percentile: 1

95th Percentile: 1

Appendix I.3

Truck Trip Estimates

DRAFT

MEMORANDUM

TO: Ashley Wright and Mark Hagmann, Eyestone Environmental

FROM: Sean Mohn, Emily Wong, P.E., and Rebecca Avanesian

DATE: September 12, 2025

RE: Truck Trip Estimates for 9000 Airport Boulevard
Los Angeles, California

Ref: J2074

Gibson Transportation Consulting, Inc. prepared estimates of truck activity for the 9000 Airport Boulevard project (Project) located at 9000 Airport Boulevard, 5801-5881 West Arbor Vitae Street, 5820-5880 West Interceptor Street, and 8941 and 8940-9000 South Interceptor Street (Project Site) within the *Coastal Transportation Corridor Specific Plan* (Los Angeles Department of City Planning [LADCP], Amended 2019) and the *Westchester-Playa del Rey Community Plan* (LADCP, Amended 2016) areas of the City of Los Angeles.

PROJECT BACKGROUND

The Project proposes to construct one of two possible building plans for industrial warehouse buildings with ancillary office space. The single building option (Option 1) would be comprised of up to 435,390 square feet (sf) of combined industrial warehouse and office space. The three-building option (Option 2) would be comprised of up to 410,056 sf of combined industrial warehouse and office space. The Project would replace an existing 37,860 sf (18.820 acre) rental car facility and associated surface parking areas.

TRUCK TRIP GENERATION

Truck trip generation estimates for the Project and the existing uses currently on-site were developed based on *City of Los Angeles VMT Calculator Version 1.5* (Los Angeles Department of Transportation, October 2024) (VMT Calculator) and standard publications, as well as empirical data.

Project

The Project's truck trip estimates were calculated based on the VMT Calculator and fleet mix assumptions from South Coast Air Quality Management District's *Warehouse Truck Trip Study Data Results and Usage* (July 2014). Detailed outputs from the VMT Calculator for each Project option are provided in Attachment A.

As detailed in Attachment A, the daily trip estimates identified in Table 1 for each Project option were estimated by applying the fleet mix assumptions for warehouse land uses from *Warehouse Truck Trip Study Data Results and Usage* to the unadjusted trip estimates based on the industrial-light industrial land use input from the VMT Calculator. As detailed in Table 1, Option 1 would generate a total of 585 daily truck trips and Option 2 would generate a total of 527 daily truck trips.

Existing Uses

Standard publications such as *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021) and the VMT Calculator do not provide data for rental car facilities. Therefore, the truck trips for the existing rental car center are based on empirical data collected at the Project Site in March 2023 and September 2024, as provided in Attachment B. As detailed in Table 2, the existing rental car facility generates a total of 28 daily truck trips.

Net New Project

Based on the approximately 28 daily truck trips generated by the existing uses currently at the Project Site, the 585 daily truck trips anticipated to be generated by Option 1 would result in a net increase of approximately 557 daily truck trips and the 527 daily truck trips anticipated to be generated by Option 2 would result in a net increase of approximately 499 daily truck trips.

TABLE 1
PROJECT TRUCK DEMAND ANALYSIS SUMMARY

Proposed Development	Area / Rate	Total Daily Trips [a]
Option 1 (Single Building)		
<i>High-Cube Fulfillment Center / Industrial</i>	<i>355.390 ksf</i>	<i>2,125</i>
<u>Fleet Mix</u> [b]		
Passenger Vehicles	72.5%	1,541
2-Axle Truck	4.6%	98
3-Axle Truck	5.7%	121
4+ Axle Truck	17.2%	366
Total Truck Trips		585
Option 2 (Three Building)		
<i>High-Cube Fulfillment Center / Industrial</i>	<i>320.414 ksf</i>	<i>1,917</i>
<u>Fleet Mix</u> [b]		
Passenger Vehicles	72.5%	1,390
2-Axle Truck	4.6%	88
3-Axle Truck	5.7%	109
4+ Axle Truck	17.2%	330
Total Truck Trips		527

Notes

[a] Total daily trips based on trip estimate outputs for light industrial use in the *City of Los Angeles VMT Calculator Version 1.5* (LADOT, October 2024), prior to the application of trip reductions (i.e., unadjusted trips), as detailed in Attachment A.

[b] Fleet mix assumptions based on *Warehouse Truck Trip Study Data Results and Usage* (SCAQMD, July 2014).

TABLE 2
EXISTING USES TRUCK DEMAND ANALYSIS SUMMARY

Proposed Development	Area / Rate	Total Daily Trips
<i>Rental Car Facility</i> [a]	<i>18.280 acres</i>	<i>5,403</i>
<u>Fleet Mix</u> [b]		
Passenger Vehicles	85.0%	4,591
Bus	14.5%	784
Light Truck	0.5%	28
Heavy Truck	0.0%	0
Total Truck Trips		28

Notes

[a] Trip generation for the existing rental car center based on empirical study provided in *9000 Airport Boulevard Warehouse: Trip Generation Analysis* (Dudek, March 2023).

[b] Fleet mix assumptions based on data collected at the Project Site on Wednesday, September 4, 2024. Detailed data is provided in Attachment B.

Attachment A
VMT Analysis Worksheets

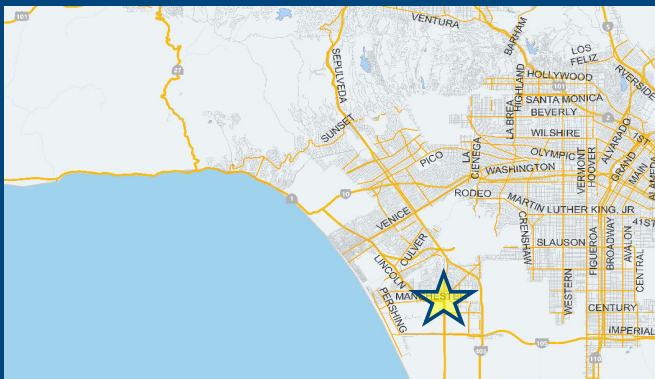
CITY OF LOS ANGELES VMT CALCULATOR Version 1.5



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

Project Information

Project: 9000 Airport
 Scenario: Option 1 - Single Building - PCE Unadjusted
 Address: 9000 S AIRPORT BLVD, 90045



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

☐ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU
(custom) Car Rental Center Daily	6370	Trips
(custom) Car Rental Center HBW-Attraction Spli	5	Percent
(custom) Car Rental Center HBO-Attraction Split	51	Percent
(custom) Car Rental Center NHB-Attraction Split	22	Percent
(custom) Car Rental Center HBW-Production Sp	0	Percent
(custom) Car Rental Center HBO-Production Spl	0	Percent
(custom) Car Rental Center NHB-Production Spl	22	Percent
(custom) Car Rental Center Daily	0	Residents
(custom) Car Rental Center Daily	46	Employees

☒ 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 Light Industrial	355.39	ksf
Industrial Light Industrial	355.39	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
5,403 Daily Vehicle Trips	2,125 Daily Vehicle Trips
41,036 Daily VMT	17,076 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	-3,278 Net Daily Trips
The net increase in daily VMT ≤ 0	-23,960 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	

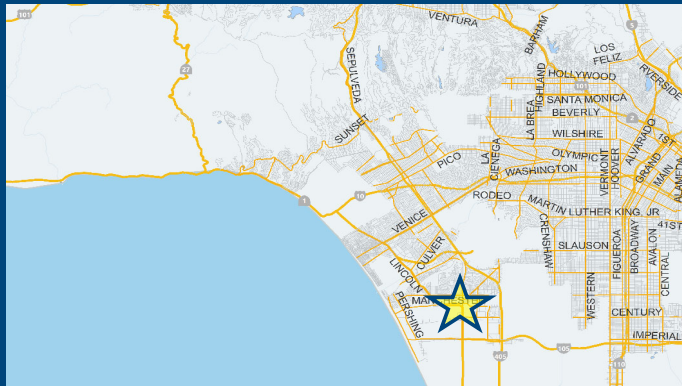


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Project Information

Project: 9000 Airport
Scenario: Option 1 - Single Building - PCE Unadjusted
Address: 9000 S AIRPORT BLVD, 90045



TDM Strategies

Select each section to show individual strategies

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

Max Home Based TDM Achieved?

Proposed Project

No

With Mitigation

No

Max Work Based TDM Achieved?

No

No

A **Parking**

Reduce Parking Supply

☐ 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

2,125
Daily Vehicle Trips

2,125
Daily Vehicle Trips

17,076
Daily VMT

17,076
Daily VMT

N/A
Household VMT per Capita

N/A
Household VMT

N/A
Work VMT per Employee

N/A
Work VMT per Employee

Significant VMT Impact?

Household: N/A
Threshold = 7.4
15% Below APC

Household: N/A
Threshold = 7.4
15% Below APC

Work: N/A
Threshold = 11.1
15% Below APC

Work: N/A
Threshold = 11.1
15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 1 - Single Building - PCE Unadjust

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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 Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	355.390	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 1 - Single Building - PCE Unadjust

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 1 - Single Building - PCE Unadjust

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

Analysis Results			
Total Employees: 355			
Total Population: 0			
Proposed Project		With Mitigation	
2,125	Daily Vehicle Trips	2,125	Daily Vehicle Trips
17,076	Daily VMT	17,076	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: West Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.4			
Work = 11.1			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.4	N/A	Household > 7.4	N/A
Work > 11.1	N/A	Work > 11.1	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 1 - Single Building - PCE Unadjus

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 1 - Single Building - PCE Unadjus

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 1 - Single Building - PCE Unadjus

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 1 - Single Building - PCE Unadjus

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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: September 12, 2025
 Project Name: 9000 Airport
 Project Scenario: Option 1 - Single Building - PCE Unadjusted
 Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

Home Based Work	Production			Attraction			Home Based Other			Home Based Other			Non-Home Based Other			Non-Home Based Other			Source
	Proposed	Mitigated	0.00%	Proposed	Mitigated	0.00%	Proposed	Mitigated	0.00%	Proposed	Mitigated	0.00%	Proposed	Mitigated	0.00%	Proposed	Mitigated	0.00%	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy sections 1 - 5 Appendix, Parking
	Unbundle parking	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	
	Parking workplace	0%	0%	0%	0%	0%	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%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy sections 1 - 3 Appendix, Transit
	headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy sections 1 - 2 Appendix, Education & Encouragement
	behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Promotions and marketing	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	TDM Strategy sections 1 - 4 Appendix, Commute Trip Reductions
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	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%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy sections 1 - 3 Appendix, Shared Mobility
	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%	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%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 12, 2025
 Project Name: 9000 Airport
 Project Scenario: Option 1 - Single Building - PCE Unadjusted
 Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

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

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 1 - Single Building - PCE Unadjus

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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	8.4	0	0
Home Based Other Production	0	0.0%	0	6.7	0	0
Non-Home Based Other Production	490	-2.7%	477	7.6	3,724	3,625
Home-Based Work Attraction	515	-11.5%	456	10.0	5,150	4,560
Home-Based Other Attraction	981	-27.0%	716	6.9	6,769	4,940
Non-Home Based Other Attraction	490	-2.9%	476	8.3	4,067	3,951

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	477	3,625	0.0%	477	3,625
Home-Based Work Attraction	0.0%	456	4,560	0.0%	456	4,560
Home-Based Other Attraction	0.0%	716	4,940	0.0%	716	4,940
Non-Home Based Other Attraction	0.0%	476	3,951	0.0%	476	3,951

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 355

APC: West Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	0	0
<i>Total Home Based Work Attraction VMT</i>	4,560	4,560
<i>Total Home Based VMT Per Capita</i>	N/A	N/A
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

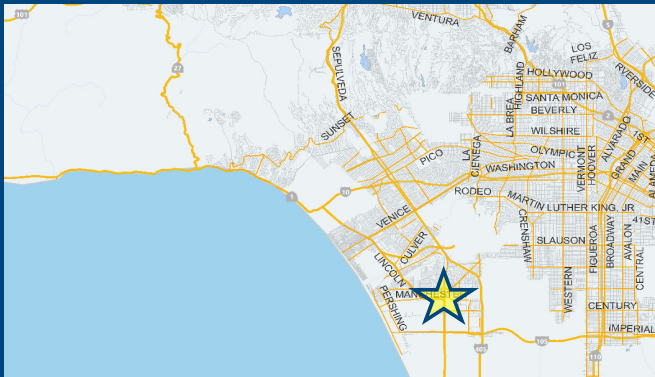
CITY OF LOS ANGELES VMT CALCULATOR Version 1.5



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

Project Information

Project: 9000 Airport
 Scenario: Option 2 - Three Building - PCE Unadjusted
 Address: 9000 S AIRPORT BLVD, 90045



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

☐ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU
(custom) Car Rental Center Daily	6370	Trips
(custom) Car Rental Center HBW-Attraction Spli	5	Percent
(custom) Car Rental Center HBO-Attraction Split	51	Percent
(custom) Car Rental Center NHB-Attraction Split	22	Percent
(custom) Car Rental Center HBW-Production Sp	0	Percent
(custom) Car Rental Center HBO-Production Spl	0	Percent
(custom) Car Rental Center NHB-Production Spl	22	Percent
(custom) Car Rental Center Daily	0	Residents
(custom) Car Rental Center Daily	46	Employees

☒ 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 Light Industrial	320.056	ksf
Industrial Light Industrial	320.056	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
5,403 Daily Vehicle Trips	1,917 Daily Vehicle Trips
41,036 Daily VMT	15,406 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	-3,486 Net Daily Trips
The net increase in daily VMT ≤ 0	-25,630 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	

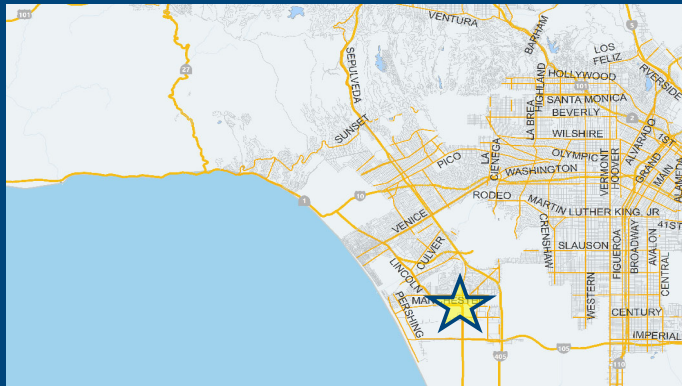


CITY OF LOS ANGELES VMT CALCULATOR Version 1.5



Project Information

Project: 9000 Airport
Scenario: Option 2 - Three Building - PCE Unadjusted
Address: 9000 S AIRPORT BLVD, 90045



TDM Strategies

Select each section to show individual strategies

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

Max Home Based TDM Achieved?

Proposed Project

No

With Mitigation

No

Max Work Based TDM Achieved?

No

No

A Parking

Reduce Parking Supply

☐ 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

1,917
Daily Vehicle Trips

1,917
Daily Vehicle Trips

15,406
Daily VMT

15,406
Daily VMT

N/A
Household VMT per Capita

N/A
Household VMT

N/A
Work VMT per Employee

N/A
Work VMT per Employee

Significant VMT Impact?

Household: N/A
Threshold = 7.4
15% Below APC

Household: N/A
Threshold = 7.4
15% Below APC

Work: N/A
Threshold = 11.1
15% Below APC

Work: N/A
Threshold = 11.1
15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 2 - Three Building - PCE Unadjust

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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 Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	320.056	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 2 - Three Building - PCE Unadjust

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 2 - Three Building - PCE Unadjust

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

Analysis Results			
Total Employees: 320			
Total Population: 0			
Proposed Project		With Mitigation	
1,917	Daily Vehicle Trips	1,917	Daily Vehicle Trips
15,406	Daily VMT	15,406	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: West Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.4			
Work = 11.1			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.4	N/A	Household > 7.4	N/A
Work > 11.1	N/A	Work > 11.1	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 2 - Three Building - PCE Unadjus

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 2 - Three Building - PCE Unadjus

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 2 - Three Building - PCE Unadjus

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 2 - Three Building - PCE Unadjus

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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: September 12, 2025
 Project Name: 9000 Airport
 Project Scenario: Option 2 - Three Building - PCE Unadjusted
 Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

Home Based Work	Production					Attraction					Non-Home Based Other					Non-Home Based Other				
	Proposed	Mitigated	0.00%	0.00%	0.00%	Proposed	Mitigated	0.00%	0.00%	0.00%	Proposed	Mitigated	0.00%	0.00%	0.00%	Proposed	Mitigated	0.00%	0.00%	0.00%
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	0%	0%
	Parking workplace	0%	0%	0%	0%	0%	0%	0%	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%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Transit	Reduce transit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Education & Encouragement	Voluntary travel	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	behavior change program	0%	0%	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	0%	0%
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	0%	0%
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Mobility	Car-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%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	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%	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%	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: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 2 - Three Building - PCE Unadjusted

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

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

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 12, 2025

Project Name: 9000 Airport

Project Scenario: Option 2 - Three Building - PCE Unadjust

Project Address: 9000 S AIRPORT BLVD, 90045



Version 1.5

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	8.4	0	0
Home Based Other Production	0	0.0%	0	6.7	0	0
Non-Home Based Other Production	442	-2.5%	431	7.6	3,359	3,276
Home-Based Work Attraction	464	-11.4%	411	10.0	4,640	4,110
Home-Based Other Attraction	883	-27.0%	645	6.9	6,093	4,451
Non-Home Based Other Attraction	442	-2.7%	430	8.3	3,669	3,569

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	431	3,276	0.0%	431	3,276
Home-Based Work Attraction	0.0%	411	4,110	0.0%	411	4,110
Home-Based Other Attraction	0.0%	645	4,451	0.0%	645	4,451
Non-Home Based Other Attraction	0.0%	430	3,569	0.0%	430	3,569

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 320

APC: West Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	0	0
<i>Total Home Based Work Attraction VMT</i>	4,110	4,110
<i>Total Home Based VMT Per Capita</i>	N/A	N/A
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

Attachment B

Existing Driveway Counts

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report - Total Vehicles

Driveway A

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	2446	754	

AM	In	Out			Total	PM	In	Out			Total
00:00	2		3		5	12:00	66		23		89
00:15	6		2		8	12:15	56		15		71
00:30	2		2		4	12:30	44		22		66
00:45	3	13	1	8	4 21	12:45	56	222	17	77	73 299
01:00	2		4		6	13:00	40		24		64
01:15	2		2		4	13:15	35		8		43
01:30	1		0		1	13:30	32		14		46
01:45	1	6	3	9	4 15	13:45	35	142	14	60	49 202
02:00	2		0		2	14:00	31		16		47
02:15	1		1		2	14:15	33		9		42
02:30	0		2		2	14:30	35		15		50
02:45	3	6	1	4	4 10	14:45	40	139	26	66	66 205
03:00	4		1		5	15:00	26		15		41
03:15	6		2		8	15:15	24		7		31
03:30	7		2		9	15:30	29		5		34
03:45	7	24	1	6	8 30	15:45	29	108	14	41	43 149
04:00	4		3		7	16:00	27		13		40
04:15	7		0		7	16:15	34		9		43
04:30	6		2		8	16:30	26		10		36
04:45	13	30	0	5	13 35	16:45	44	131	5	37	49 168
05:00	16		0		16	17:00	34		16		50
05:15	24		1		25	17:15	38		14		52
05:30	9		3		12	17:30	23		10		33
05:45	11	60	1	5	12 65	17:45	37	132	3	43	40 175
06:00	14		3		17	18:00	18		5		23
06:15	11		10		21	18:15	24		6		30
06:30	36		1		37	18:30	33		7		40
06:45	21	82	15	29	36 111	18:45	21	96	3	21	24 117
07:00	24		2		26	19:00	23		8		31
07:15	20		3		23	19:15	18		5		23
07:30	33		4		37	19:30	26		4		30
07:45	21	98	8	17	29 115	19:45	34	101	6	23	40 124
08:00	30		9		39	20:00	19		7		26
08:15	46		5		51	20:15	33		12		45
08:30	28		8		36	20:30	32		5		37
08:45	41	145	8	30	49 175	20:45	18	102	7	31	25 133
09:00	48		18		66	21:00	25		11		36
09:15	48		15		63	21:15	12		3		15
09:30	52		8		60	21:30	24		6		30
09:45	42	190	19	60	61 250	21:45	12	73	3	23	15 96
10:00	64		10		74	22:00	24		6		30
10:15	59		19		78	22:15	4		8		12
10:30	65		12		77	22:30	15		4		19
10:45	60	248	14	55	74 303	22:45	8	51	3	21	11 72
11:00	68		16		84	23:00	9		4		13
11:15	50		20		70	23:15	10		6		16
11:30	50		16		66	23:30	5		6		11
11:45	52	220	13	65	65 285	23:45	3	27	2	18	5 45
Totals	1122		293		1415	Totals	1324		461		1785
Split %	79.3%		20.7%		44.2%	Split %	74.2%		25.8%		55.8%

Daily Totals	Inbound	Outbound	Total
	2446	754	

AM Peak Hour	10:15	10:45	10:15	PM Peak Hour	12:00	12:15	12:00
AM Peak Volume	252	66	313	PM Peak Volume	222	78	299
AM Pk Hr Factor	0.926	0.825	0.932	PM Pk Hr Factor	0.841	0.813	0.840

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report - Passenger
Driveway A

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals				Inbound		Outbound						Total	
				2394		731						3125	
AM	In		Out		Total		PM	In		Out		Total	
00:00	2		3		5		12:00	66		23		89	
00:15	6		2		8		12:15	56		15		71	
00:30	2		2		4		12:30	44		22		66	
00:45	3	13	1	8	4	21	12:45	56	222	17	77	73	299
01:00	2		4		6		13:00	40		24		64	
01:15	2		2		4		13:15	33		7		40	
01:30	1		0		1		13:30	31		13		44	
01:45	1	6	3	9	4	15	13:45	34	138	12	56	46	194
02:00	2		0		2		14:00	31		16		47	
02:15	1		1		2		14:15	33		9		42	
02:30	0		2		2		14:30	34		14		48	
02:45	2	5	1	4	3	9	14:45	40	138	25	64	65	202
03:00	2		1		3		15:00	26		15		41	
03:15	5		2		7		15:15	24		7		31	
03:30	5		2		7		15:30	28		5		33	
03:45	6	18	0	5	6	23	15:45	29	107	14	41	43	148
04:00	4		3		7		16:00	27		13		40	
04:15	7		0		7		16:15	33		9		42	
04:30	6		2		8		16:30	26		10		36	
04:45	13	30	0	5	13	35	16:45	43	129	5	37	48	166
05:00	16		0		16		17:00	33		16		49	
05:15	23		1		24		17:15	37		14		51	
05:30	9		3		12		17:30	23		10		33	
05:45	11	59	0	4	11	63	17:45	36	129	3	43	39	172
06:00	14		3		17		18:00	17		5		22	
06:15	10		10		20		18:15	24		5		29	
06:30	35		1		36		18:30	33		7		40	
06:45	21	80	15	29	36	109	18:45	19	93	3	20	22	113
07:00	24		2		26		19:00	22		7		29	
07:15	20		3		23		19:15	17		5		22	
07:30	33		4		37		19:30	24		4		28	
07:45	21	98	8	17	29	115	19:45	31	94	5	21	36	115
08:00	28		9		37		20:00	18		7		25	
08:15	41		4		45		20:15	33		12		45	
08:30	27		7		34		20:30	31		5		36	
08:45	41	137	7	27	48	164	20:45	17	99	7	31	24	130
09:00	48		17		65		21:00	24		11		35	
09:15	48		14		62		21:15	12		3		15	
09:30	52		8		60		21:30	24		5		29	
09:45	41	189	19	58	60	247	21:45	11	71	3	22	14	93
10:00	63		9		72		22:00	24		6		30	
10:15	59		19		78		22:15	4		8		12	
10:30	65		12		77		22:30	15		4		19	
10:45	59	246	13	53	72	299	22:45	8	51	3	21	11	72
11:00	66		14		80		23:00	9		4		13	
11:15	49		20		69		23:15	9		6		15	
11:30	49		14		63		23:30	5		6		11	
11:45	52	216	13	61	65	277	23:45	3	26	2	18	5	44
Totals	1097		280		1377		Totals	1297		451		1748	
Split %	79.7%		20.3%		44.1%		Split %	74.2%		25.8%		55.9%	
Daily Totals				Inbound 2394		Outbound 731						Total 3125	
AM Peak Hour		10:15	11:00		10:15		PM Peak Hour		12:00	12:15		12:00	
AM Peak Volume		249	61		307		PM Peak Volume		222	78		299	
AM Pk Hr Factor							PM Pk Hr Factor						

ADT Volume Report - Bus Driveway A

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals		Inbound	Outbound	Total
		37	8	45

AM	In	Out	Total	PM	In	Out	Total
00:00	0	0	0	12:00	0	0	0
00:15	0	0	0	12:15	0	0	0
00:30	0	0	0	12:30	0	0	0
00:45	0	0	0	12:45	0	0	0
01:00	0	0	0	13:00	0	0	0
01:15	0	0	0	13:15	0	0	0
01:30	0	0	0	13:30	0	0	0
01:45	0	0	0	13:45	0	0	0
02:00	0	0	0	14:00	0	0	0
02:15	0	0	0	14:15	0	0	0
02:30	0	0	0	14:30	0	1	1
02:45	1	1	1	14:45	0	0	0
03:00	1	0	1	15:00	0	0	0
03:15	1	0	1	15:15	0	0	0
03:30	1	0	1	15:30	1	0	1
03:45	1	4	1	15:45	0	1	0
04:00	0	0	0	16:00	0	0	0
04:15	0	0	0	16:15	1	0	1
04:30	0	0	0	16:30	0	0	0
04:45	0	0	0	16:45	1	2	1
05:00	0	0	0	17:00	1	0	1
05:15	0	0	0	17:15	1	0	1
05:30	0	0	0	17:30	0	0	0
05:45	0	0	0	17:45	1	3	1
06:00	0	0	0	18:00	1	0	1
06:15	1	0	1	18:15	0	1	1
06:30	1	0	1	18:30	0	0	0
06:45	0	2	0	18:45	2	3	2
07:00	0	0	0	19:00	1	1	2
07:15	0	0	0	19:15	1	0	1
07:30	0	0	0	19:30	2	0	2
07:45	0	0	0	19:45	3	7	4
08:00	1	0	1	20:00	1	0	1
08:15	4	0	4	20:15	0	0	0
08:30	0	1	1	20:30	1	0	1
08:45	0	5	1	20:45	1	3	1
09:00	0	0	0	21:00	1	0	1
09:15	0	0	0	21:15	0	0	0
09:30	0	0	0	21:30	0	1	1
09:45	1	1	1	21:45	1	2	1
10:00	1	1	2	22:00	0	0	0
10:15	0	0	0	22:15	0	0	0
10:30	0	0	0	22:30	0	0	0
10:45	0	1	0	22:45	0	0	0
11:00	1	0	1	23:00	0	0	0
11:15	0	0	0	23:15	1	0	1
11:30	0	0	0	23:30	0	0	0
11:45	0	1	0	23:45	0	1	0
Totals	15	3	18	Totals	22	5	27
Split %	83.3%	16.7%	40.0%	Split %	81.5%	18.5%	60.0%

Daily Totals		Inbound	Outbound	Total
		37	8	45

AM Peak Hour	08:00	08:30	08:00	PM Peak Hour	19:15	19:00	19:00
AM Peak Volume	5	2	7	PM Peak Volume	7	2	9
AM Pk Hr Factor				PM Pk Hr Factor			

City: Los Angeles, CA

AM	In	Out		Total	PM	In	Out		Total
00:00	0	0		0	12:00	0	0		0
00:15	0	0		0	12:15	0	0		0
00:30	0	0		0	12:30	0	0		0
00:45	0	0	0	0	12:45	0	0	0	0
01:00	0	0		0	13:00	0	0		0
01:15	0	0		0	13:15	2	1		3
01:30	0	0		0	13:30	1	1		2
01:45	0	0	0	0	13:45	1	4	2	4
02:00	0	0		0	14:00	0	0		0
02:15	0	0		0	14:15	0	0		0
02:30	0	0		0	14:30	1	0		1
02:45	0	0	0	0	14:45	0	1	1	2
03:00	1	0		1	15:00	0	0		0
03:15	0	0		0	15:15	0	0		0
03:30	1	0		1	15:30	0	0		0
03:45	0	2	1	1	15:45	0	0	0	0
04:00	0	0		0	16:00	0	0		0
04:15	0	0		0	16:15	0	0		0
04:30	0	0		0	16:30	0	0		0
04:45	0	0	0	0	16:45	0	0	0	0
05:00	0	0		0	17:00	0	0		0
05:15	1	0		1	17:15	0	0		0
05:30	0	0		0	17:30	0	0		0
05:45	0	1	1	1	17:45	0	0	0	0
06:00	0	0		0	18:00	0	0		0
06:15	0	0		0	18:15	0	0		0
06:30	0	0		0	18:30	0	0		0
06:45	0	0	0	0	18:45	0	0	0	0
07:00	0	0		0	19:00	0	0		0
07:15	0	0		0	19:15	0	0		0
07:30	0	0		0	19:30	0	0		0
07:45	0	0	0	0	19:45	0	0	0	0
08:00	1	0		1	20:00	0	0		0
08:15	1	1		2	20:15	0	0		0
08:30	1	0		1	20:30	0	0		0
08:45	0	3	0	1	20:45	0	0	0	0
09:00	0	1		1	21:00	0	0		0
09:15	0	1		1	21:15	0	0		0
09:30	0	0		0	21:30	0	0		0
09:45	0	0	0	0	21:45	0	0	0	0
10:00	0	0		0	22:00	0	0		0
10:15	0	0		0	22:15	0	0		0
10:30	0	0		0	22:30	0	0		0
10:45	1	1	1	2	22:45	0	0	0	0
11:00	1	2		3	23:00	0	0		0
11:15	1	0		1	23:15	0	0		0
11:30	1	2		3	23:30	0	0		0
11:45	0	3	0	0	23:45	0	0	0	0
Totals	10	10		20	Totals	5	5		10
Split %	50.0%	50.0%		66.7%	Split %	50.0%	50.0%		33.3%

AM Peak Hour	10:45	10:45	10:45	PM Peak Hour	13:15	13:15	13:15
AM Peak Volume	4	5	9	PM Peak Volume	4	4	8
AM Pk Hr Factor							

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report - Total Vehicles

Driveway B

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals		Inbound	Outbound	Total	
		391	0	391	

AM	In	Out		Total	PM	In	Out		Total		
00:00	5	0		5	12:00	4	0		4		
00:15	4	0		4	12:15	4	0		4		
00:30	2	0		2	12:30	1	0		1		
00:45	6	17	0	0	12:45	4	13	0	0	4	13
01:00	3	0		3	13:00	5	0		5		
01:15	5	0		5	13:15	7	0		7		
01:30	3	0		3	13:30	5	0		5		
01:45	6	17	0	0	13:45	5	22	0	0	5	22
02:00	5	0		5	14:00	4	0		4		
02:15	3	0		3	14:15	5	0		5		
02:30	3	0		3	14:30	4	0		4		
02:45	3	14	0	0	14:45	4	17	0	0	4	17
03:00	3	0		3	15:00	5	0		5		
03:15	3	0		3	15:15	3	0		3		
03:30	3	0		3	15:30	7	0		7		
03:45	2	11	0	0	15:45	8	23	0	0	8	23
04:00	2	0		2	16:00	2	0		2		
04:15	3	0		3	16:15	7	0		7		
04:30	3	0		3	16:30	3	0		3		
04:45	2	10	0	0	16:45	3	15	0	0	3	15
05:00	6	0		6	17:00	4	0		4		
05:15	0	0		0	17:15	7	0		7		
05:30	5	0		5	17:30	5	0		5		
05:45	4	15	0	0	17:45	5	21	0	0	5	21
06:00	6	0		6	18:00	5	0		5		
06:15	3	0		3	18:15	3	0		3		
06:30	4	0		4	18:30	4	0		4		
06:45	2	15	0	0	18:45	4	16	0	0	4	16
07:00	4	0		4	19:00	4	0		4		
07:15	3	0		3	19:15	4	0		4		
07:30	3	0		3	19:30	4	0		4		
07:45	2	12	0	0	19:45	1	13	0	0	1	13
08:00	6	0		6	20:00	5	0		5		
08:15	2	0		2	20:15	1	0		1		
08:30	5	0		5	20:30	3	0		3		
08:45	3	16	0	0	20:45	7	16	0	0	7	16
09:00	7	0		7	21:00	5	0		5		
09:15	2	0		2	21:15	6	0		6		
09:30	5	0		5	21:30	2	0		2		
09:45	4	18	0	0	21:45	8	21	0	0	8	21
10:00	2	0		2	22:00	2	0		2		
10:15	7	0		7	22:15	4	0		4		
10:30	4	0		4	22:30	4	0		4		
10:45	5	18	0	0	22:45	5	15	0	0	5	15
11:00	4	0		4	23:00	5	0		5		
11:15	6	0		6	23:15	6	0		6		
11:30	6	0		6	23:30	4	0		4		
11:45	2	18	0	0	23:45	3	18	0	0	3	18
Totals	181	0		181	Totals	210	0		210		
Split %	100.0%	0.0%		46.3%	Split %	100.0%	0.0%		53.7%		

Daily Totals		Inbound	Outbound	Total	
		391	0	391	

AM Peak Hour	10:45	10:45	PM Peak Hour	15:30	15:30
AM Peak Volume	21	21	PM Peak Volume	24	24
AM Pk Hr Factor	0.875	0.875	PM Pk Hr Factor	0.750	0.750

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report - Passenger
Driveway B

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals				Inbound	Outbound					Total
				0	0					0
AM	In	Out		Total	PM	In	Out		Total	
00:00	0	0		0	12:00	0	0		0	
00:15	0	0		0	12:15	0	0		0	
00:30	0	0		0	12:30	0	0		0	
00:45	0	0	0	0	12:45	0	0	0	0	0
01:00	0	0		0	13:00	0	0		0	
01:15	0	0		0	13:15	0	0		0	
01:30	0	0		0	13:30	0	0		0	
01:45	0	0	0	0	13:45	0	0	0	0	0
02:00	0	0		0	14:00	0	0		0	
02:15	0	0		0	14:15	0	0		0	
02:30	0	0		0	14:30	0	0		0	
02:45	0	0	0	0	14:45	0	0	0	0	0
03:00	0	0		0	15:00	0	0		0	
03:15	0	0		0	15:15	0	0		0	
03:30	0	0		0	15:30	0	0		0	
03:45	0	0	0	0	15:45	0	0	0	0	0
04:00	0	0		0	16:00	0	0		0	
04:15	0	0		0	16:15	0	0		0	
04:30	0	0		0	16:30	0	0		0	
04:45	0	0	0	0	16:45	0	0	0	0	0
05:00	0	0		0	17:00	0	0		0	
05:15	0	0		0	17:15	0	0		0	
05:30	0	0		0	17:30	0	0		0	
05:45	0	0	0	0	17:45	0	0	0	0	0
06:00	0	0		0	18:00	0	0		0	
06:15	0	0		0	18:15	0	0		0	
06:30	0	0		0	18:30	0	0		0	
06:45	0	0	0	0	18:45	0	0	0	0	0
07:00	0	0		0	19:00	0	0		0	
07:15	0	0		0	19:15	0	0		0	
07:30	0	0		0	19:30	0	0		0	
07:45	0	0	0	0	19:45	0	0	0	0	0
08:00	0	0		0	20:00	0	0		0	
08:15	0	0		0	20:15	0	0		0	
08:30	0	0		0	20:30	0	0		0	
08:45	0	0	0	0	20:45	0	0	0	0	0
09:00	0	0		0	21:00	0	0		0	
09:15	0	0		0	21:15	0	0		0	
09:30	0	0		0	21:30	0	0		0	
09:45	0	0	0	0	21:45	0	0	0	0	0
10:00	0	0		0	22:00	0	0		0	
10:15	0	0		0	22:15	0	0		0	
10:30	0	0		0	22:30	0	0		0	
10:45	0	0	0	0	22:45	0	0	0	0	0
11:00	0	0		0	23:00	0	0		0	
11:15	0	0		0	23:15	0	0		0	
11:30	0	0		0	23:30	0	0		0	
11:45	0	0	0	0	23:45	0	0	0	0	0
Totals	0	0		0	Totals	0	0		0	
Split %	0.0%	0.0%		0.0%	Split %	0.0%	0.0%		0.0%	

Daily Totals				Inbound	Outbound					Total
				0	0					0
AM Peak Hour								PM Peak Hour		
AM Peak Volume								PM Peak Volume		
AM Pk Hr Factor								PM Pk Hr Factor		

ADT Volume Report - Bus Driveway B

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals		Inbound	Outbound	Total
		391	0	391

AM	In	Out	Total	PM	In	Out	Total
00:00	5	0	5	12:00	4	0	4
00:15	4	0	4	12:15	4	0	4
00:30	2	0	2	12:30	1	0	1
00:45	6	17	6	12:45	4	13	4
01:00	3	0	3	13:00	5	0	5
01:15	5	0	5	13:15	7	0	7
01:30	3	0	3	13:30	5	0	5
01:45	6	17	6	13:45	5	22	5
02:00	5	0	5	14:00	4	0	4
02:15	3	0	3	14:15	5	0	5
02:30	3	0	3	14:30	4	0	4
02:45	3	14	3	14:45	4	17	4
03:00	3	0	3	15:00	5	0	5
03:15	3	0	3	15:15	3	0	3
03:30	3	0	3	15:30	7	0	7
03:45	2	11	2	15:45	8	23	8
04:00	2	0	2	16:00	2	0	2
04:15	3	0	3	16:15	7	0	7
04:30	3	0	3	16:30	3	0	3
04:45	2	10	2	16:45	3	15	3
05:00	6	0	6	17:00	4	0	4
05:15	0	0	0	17:15	7	0	7
05:30	5	0	5	17:30	5	0	5
05:45	4	15	4	17:45	5	21	5
06:00	6	0	6	18:00	5	0	5
06:15	3	0	3	18:15	3	0	3
06:30	4	0	4	18:30	4	0	4
06:45	2	15	2	18:45	4	16	4
07:00	4	0	4	19:00	4	0	4
07:15	3	0	3	19:15	4	0	4
07:30	3	0	3	19:30	4	0	4
07:45	2	12	2	19:45	1	13	1
08:00	6	0	6	20:00	5	0	5
08:15	2	0	2	20:15	1	0	1
08:30	5	0	5	20:30	3	0	3
08:45	3	16	3	20:45	7	16	7
09:00	7	0	7	21:00	5	0	5
09:15	2	0	2	21:15	6	0	6
09:30	5	0	5	21:30	2	0	2
09:45	4	18	4	21:45	8	21	8
10:00	2	0	2	22:00	2	0	2
10:15	7	0	7	22:15	4	0	4
10:30	4	0	4	22:30	4	0	4
10:45	5	18	5	22:45	5	15	5
11:00	4	0	4	23:00	5	0	5
11:15	6	0	6	23:15	6	0	6
11:30	6	0	6	23:30	4	0	4
11:45	2	18	2	23:45	3	18	3
Totals	181	0	181	Totals	210	0	210
Split %	100.0%	0.0%	46.3%	Split %	100.0%	0.0%	53.7%

Daily Totals		Inbound	Outbound	Total
		391	0	391

AM Peak Hour	10:45	10:45	PM Peak Hour	15:30
AM Peak Volume	21	21	PM Peak Volume	24
AM Pk Hr Factor			PM Pk Hr Factor	

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report - Light Truck

Driveway B

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals				Inbound	Outbound					Total
				0	0					0

AM	In	Out		Total	PM	In	Out		Total
00:00	0	0		0	12:00	0	0		0
00:15	0	0		0	12:15	0	0		0
00:30	0	0		0	12:30	0	0		0
00:45	0	0	0	0	12:45	0	0	0	0
01:00	0	0		0	13:00	0	0		0
01:15	0	0		0	13:15	0	0		0
01:30	0	0		0	13:30	0	0		0
01:45	0	0	0	0	13:45	0	0	0	0
02:00	0	0		0	14:00	0	0		0
02:15	0	0		0	14:15	0	0		0
02:30	0	0		0	14:30	0	0		0
02:45	0	0	0	0	14:45	0	0	0	0
03:00	0	0		0	15:00	0	0		0
03:15	0	0		0	15:15	0	0		0
03:30	0	0		0	15:30	0	0		0
03:45	0	0	0	0	15:45	0	0	0	0
04:00	0	0		0	16:00	0	0		0
04:15	0	0		0	16:15	0	0		0
04:30	0	0		0	16:30	0	0		0
04:45	0	0	0	0	16:45	0	0	0	0
05:00	0	0		0	17:00	0	0		0
05:15	0	0		0	17:15	0	0		0
05:30	0	0		0	17:30	0	0		0
05:45	0	0	0	0	17:45	0	0	0	0
06:00	0	0		0	18:00	0	0		0
06:15	0	0		0	18:15	0	0		0
06:30	0	0		0	18:30	0	0		0
06:45	0	0	0	0	18:45	0	0	0	0
07:00	0	0		0	19:00	0	0		0
07:15	0	0		0	19:15	0	0		0
07:30	0	0		0	19:30	0	0		0
07:45	0	0	0	0	19:45	0	0	0	0
08:00	0	0		0	20:00	0	0		0
08:15	0	0		0	20:15	0	0		0
08:30	0	0		0	20:30	0	0		0
08:45	0	0	0	0	20:45	0	0	0	0
09:00	0	0		0	21:00	0	0		0
09:15	0	0		0	21:15	0	0		0
09:30	0	0		0	21:30	0	0		0
09:45	0	0	0	0	21:45	0	0	0	0
10:00	0	0		0	22:00	0	0		0
10:15	0	0		0	22:15	0	0		0
10:30	0	0		0	22:30	0	0		0
10:45	0	0	0	0	22:45	0	0	0	0
11:00	0	0		0	23:00	0	0		0
11:15	0	0		0	23:15	0	0		0
11:30	0	0		0	23:30	0	0		0
11:45	0	0	0	0	23:45	0	0	0	0
Totals	0	0		0	Totals	0	0		0
Split %	0.0%	0.0%		0.0%	Split %	0.0%	0.0%		0.0%

Daily Totals				Inbound	Outbound					Total
				0	0					0

AM Peak Hour		PM Peak Hour	
AM Peak Volume		PM Peak Volume	
AM Pk Hr Factor		PM Pk Hr Factor	

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report - Total Vehicles

Driveway C

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals	Inbound		Outbound		Total	
	5		1856		1861	

AM	In	Out		Total	PM	In	Out		Total
00:00	0	6		6	12:00	0	27		27
00:15	0	4		4	12:15	0	39		39
00:30	0	9		9	12:30	0	46		46
00:45	0	0	5	24	12:45	0	0	50	162
01:00	0	7		7	13:00	0	44		44
01:15	0	4		4	13:15	0	43		43
01:30	0	3		3	13:30	0	41		41
01:45	0	0	1	15	13:45	0	0	49	177
02:00	0	3		3	14:00	0	39		39
02:15	0	2		2	14:15	0	40		40
02:30	0	0		0	14:30	0	32		32
02:45	0	0	1	6	14:45	0	0	24	135
03:00	0	0		0	15:00	0	26		26
03:15	0	0		0	15:15	0	24		24
03:30	0	0		0	15:30	0	40		40
03:45	0	0	0	0	15:45	0	0	31	121
04:00	0	0		0	16:00	0	32		32
04:15	0	1		1	16:15	0	31		31
04:30	0	1		1	16:30	1	26		27
04:45	1	1	1	3	16:45	0	1	26	115
05:00	0	2		2	17:00	0	30		30
05:15	0	0		0	17:15	0	26		26
05:30	0	0		0	17:30	0	21		21
05:45	0	0	0	2	17:45	0	0	23	100
06:00	0	2		2	18:00	1	24		25
06:15	0	1		1	18:15	0	31		31
06:30	0	1		1	18:30	0	31		31
06:45	0	0	4	8	18:45	1	2	22	108
07:00	0	5		5	19:00	0	28		28
07:15	0	11		11	19:15	0	27		27
07:30	0	6		6	19:30	0	16		16
07:45	0	0	11	33	19:45	0	0	25	96
08:00	0	12		12	20:00	0	30		30
08:15	0	10		10	20:15	0	24		24
08:30	1	14		15	20:30	0	15		15
08:45	0	1	25	61	20:45	0	0	26	95
09:00	0	19		19	21:00	0	29		29
09:15	0	16		16	21:15	0	19		19
09:30	0	17		17	21:30	0	20		20
09:45	0	0	29	81	21:45	0	0	27	95
10:00	0	19		19	22:00	0	31		31
10:15	0	30		30	22:15	0	17		17
10:30	0	25		25	22:30	0	17		17
10:45	0	0	36	110	22:45	0	0	16	81
11:00	0	51		51	23:00	0	14		14
11:15	0	37		37	23:15	0	13		13
11:30	0	36		36	23:30	0	27		27
11:45	0	0	36	160	23:45	0	0	14	68
Totals	2	503		505	Totals	3	1353		1356
Split %	0.4%	99.6%		27.1%	Split %	0.2%	99.8%		72.9%

Daily Totals	Inbound		Outbound		Total	
	5		1856		1861	

AM Peak Hour	08:30	11:00	11:00	PM Peak Hour	18:00	12:30	12:30
AM Peak Volume	1	160	160	PM Peak Volume	2	183	183
AM Pk Hr Factor	0.250	0.784	0.784	PM Pk Hr Factor	0.500	0.915	0.915

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report - Passenger

Driveway C

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals	Inbound		Outbound		Total	
	5		1856		1861	

AM	In	Out		Total	PM	In	Out		Total
00:00	0	6		6	12:00	0	27		27
00:15	0	4		4	12:15	0	39		39
00:30	0	9		9	12:30	0	46		46
00:45	0	0	5	24	12:45	0	0	50	162
01:00	0	7		7	13:00	0	44		44
01:15	0	4		4	13:15	0	43		43
01:30	0	3		3	13:30	0	41		41
01:45	0	0	1	15	13:45	0	0	49	177
02:00	0	3		3	14:00	0	39		39
02:15	0	2		2	14:15	0	40		40
02:30	0	0		0	14:30	0	32		32
02:45	0	0	1	6	14:45	0	0	24	135
03:00	0	0		0	15:00	0	26		26
03:15	0	0		0	15:15	0	24		24
03:30	0	0		0	15:30	0	40		40
03:45	0	0	0	0	15:45	0	0	31	121
04:00	0	0		0	16:00	0	32		32
04:15	0	1		1	16:15	0	31		31
04:30	0	1		1	16:30	1	26		27
04:45	1	1	1	3	16:45	0	1	26	115
05:00	0	2		2	17:00	0	30		30
05:15	0	0		0	17:15	0	26		26
05:30	0	0		0	17:30	0	21		21
05:45	0	0	0	2	17:45	0	0	23	100
06:00	0	2		2	18:00	1	24		25
06:15	0	1		1	18:15	0	31		31
06:30	0	1		1	18:30	0	31		31
06:45	0	0	4	8	18:45	1	2	22	108
07:00	0	5		5	19:00	0	28		28
07:15	0	11		11	19:15	0	27		27
07:30	0	6		6	19:30	0	16		16
07:45	0	0	11	33	19:45	0	0	25	96
08:00	0	12		12	20:00	0	30		30
08:15	0	10		10	20:15	0	24		24
08:30	1	14		15	20:30	0	15		15
08:45	0	1	25	61	20:45	0	0	26	95
09:00	0	19		19	21:00	0	29		29
09:15	0	16		16	21:15	0	19		19
09:30	0	17		17	21:30	0	20		20
09:45	0	0	29	81	21:45	0	0	27	95
10:00	0	19		19	22:00	0	31		31
10:15	0	30		30	22:15	0	17		17
10:30	0	25		25	22:30	0	17		17
10:45	0	0	36	110	22:45	0	0	16	81
11:00	0	51		51	23:00	0	14		14
11:15	0	37		37	23:15	0	13		13
11:30	0	36		36	23:30	0	27		27
11:45	0	0	36	160	23:45	0	0	14	68
Totals	2	503		505	Totals	3	1353		1356
Split %	0.4%	99.6%		27.1%	Split %	0.2%	99.8%		72.9%

Daily Totals	Inbound		Outbound		Total	
	5		1856		1861	

AM Peak Hour	08:30	11:00	11:00	PM Peak Hour	18:00	12:30	12:30
AM Peak Volume	1	160	160	PM Peak Volume	2	183	183
AM Pk Hr Factor				PM Pk Hr Factor			

ADT Volume Report - Bus Driveway C

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	0	0	0

AM	In	Out	Total	PM	In	Out	Total
00:00	0	0	0	12:00	0	0	0
00:15	0	0	0	12:15	0	0	0
00:30	0	0	0	12:30	0	0	0
00:45	0	0	0	12:45	0	0	0
01:00	0	0	0	13:00	0	0	0
01:15	0	0	0	13:15	0	0	0
01:30	0	0	0	13:30	0	0	0
01:45	0	0	0	13:45	0	0	0
02:00	0	0	0	14:00	0	0	0
02:15	0	0	0	14:15	0	0	0
02:30	0	0	0	14:30	0	0	0
02:45	0	0	0	14:45	0	0	0
03:00	0	0	0	15:00	0	0	0
03:15	0	0	0	15:15	0	0	0
03:30	0	0	0	15:30	0	0	0
03:45	0	0	0	15:45	0	0	0
04:00	0	0	0	16:00	0	0	0
04:15	0	0	0	16:15	0	0	0
04:30	0	0	0	16:30	0	0	0
04:45	0	0	0	16:45	0	0	0
05:00	0	0	0	17:00	0	0	0
05:15	0	0	0	17:15	0	0	0
05:30	0	0	0	17:30	0	0	0
05:45	0	0	0	17:45	0	0	0
06:00	0	0	0	18:00	0	0	0
06:15	0	0	0	18:15	0	0	0
06:30	0	0	0	18:30	0	0	0
06:45	0	0	0	18:45	0	0	0
07:00	0	0	0	19:00	0	0	0
07:15	0	0	0	19:15	0	0	0
07:30	0	0	0	19:30	0	0	0
07:45	0	0	0	19:45	0	0	0
08:00	0	0	0	20:00	0	0	0
08:15	0	0	0	20:15	0	0	0
08:30	0	0	0	20:30	0	0	0
08:45	0	0	0	20:45	0	0	0
09:00	0	0	0	21:00	0	0	0
09:15	0	0	0	21:15	0	0	0
09:30	0	0	0	21:30	0	0	0
09:45	0	0	0	21:45	0	0	0
10:00	0	0	0	22:00	0	0	0
10:15	0	0	0	22:15	0	0	0
10:30	0	0	0	22:30	0	0	0
10:45	0	0	0	22:45	0	0	0
11:00	0	0	0	23:00	0	0	0
11:15	0	0	0	23:15	0	0	0
11:30	0	0	0	23:30	0	0	0
11:45	0	0	0	23:45	0	0	0
Totals	0	0	0	Totals	0	0	0
Split %	0.0%	0.0%	0.0%	Split %	0.0%	0.0%	0.0%

Daily Totals	Inbound	Outbound	Total
	0	0	0

AM Peak Hour		PM Peak Hour	
AM Peak Volume		PM Peak Volume	
AM Pk Hr Factor		PM Pk Hr Factor	

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report - Light Truck

Driveway C

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals				Inbound	Outbound					Total
				0	0					0

AM	In	Out		Total	PM	In	Out		Total
00:00	0	0		0	12:00	0	0		0
00:15	0	0		0	12:15	0	0		0
00:30	0	0		0	12:30	0	0		0
00:45	0	0	0	0	12:45	0	0	0	0
01:00	0	0		0	13:00	0	0		0
01:15	0	0		0	13:15	0	0		0
01:30	0	0		0	13:30	0	0		0
01:45	0	0	0	0	13:45	0	0	0	0
02:00	0	0		0	14:00	0	0		0
02:15	0	0		0	14:15	0	0		0
02:30	0	0		0	14:30	0	0		0
02:45	0	0	0	0	14:45	0	0	0	0
03:00	0	0		0	15:00	0	0		0
03:15	0	0		0	15:15	0	0		0
03:30	0	0		0	15:30	0	0		0
03:45	0	0	0	0	15:45	0	0	0	0
04:00	0	0		0	16:00	0	0		0
04:15	0	0		0	16:15	0	0		0
04:30	0	0		0	16:30	0	0		0
04:45	0	0	0	0	16:45	0	0	0	0
05:00	0	0		0	17:00	0	0		0
05:15	0	0		0	17:15	0	0		0
05:30	0	0		0	17:30	0	0		0
05:45	0	0	0	0	17:45	0	0	0	0
06:00	0	0		0	18:00	0	0		0
06:15	0	0		0	18:15	0	0		0
06:30	0	0		0	18:30	0	0		0
06:45	0	0	0	0	18:45	0	0	0	0
07:00	0	0		0	19:00	0	0		0
07:15	0	0		0	19:15	0	0		0
07:30	0	0		0	19:30	0	0		0
07:45	0	0	0	0	19:45	0	0	0	0
08:00	0	0		0	20:00	0	0		0
08:15	0	0		0	20:15	0	0		0
08:30	0	0		0	20:30	0	0		0
08:45	0	0	0	0	20:45	0	0	0	0
09:00	0	0		0	21:00	0	0		0
09:15	0	0		0	21:15	0	0		0
09:30	0	0		0	21:30	0	0		0
09:45	0	0	0	0	21:45	0	0	0	0
10:00	0	0		0	22:00	0	0		0
10:15	0	0		0	22:15	0	0		0
10:30	0	0		0	22:30	0	0		0
10:45	0	0	0	0	22:45	0	0	0	0
11:00	0	0		0	23:00	0	0		0
11:15	0	0		0	23:15	0	0		0
11:30	0	0		0	23:30	0	0		0
11:45	0	0	0	0	23:45	0	0	0	0
Totals	0	0		0	Totals	0	0		0
Split %	0.0%	0.0%		0.0%	Split %	0.0%	0.0%		0.0%

Daily Totals				Inbound	Outbound					Total
				0	0					0

AM Peak Hour		PM Peak Hour	
AM Peak Volume		PM Peak Volume	
AM Pk Hr Factor		PM Pk Hr Factor	

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report - Total Vehicles

Driveway D

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals	Inbound		Outbound		Total	
	1		416		417	

AM	In	Out		Total	PM	In	Out		Total
00:00	0	3		3	12:00	0	2		2
00:15	0	4		4	12:15	0	4		4
00:30	0	3		3	12:30	0	4		4
00:45	0	0	4	14	12:45	0	0	5	15
01:00	0	5		5	13:00	0	6		6
01:15	0	3		3	13:15	0	5		5
01:30	0	7		7	13:30	0	4		4
01:45	0	0	4	19	13:45	0	0	6	21
02:00	0	4		4	14:00	0	2		2
02:15	0	3		3	14:15	0	4		4
02:30	0	1		1	14:30	0	3		3
02:45	0	0	3	11	14:45	0	0	6	15
03:00	0	5		5	15:00	0	6		6
03:15	0	3		3	15:15	0	5		5
03:30	0	2		2	15:30	0	6		6
03:45	0	0	2	12	15:45	0	0	4	21
04:00	0	2		2	16:00	0	6		6
04:15	0	4		4	16:15	0	4		4
04:30	0	3		3	16:30	0	5		5
04:45	0	0	4	13	16:45	0	0	6	21
05:00	0	1		1	17:00	0	6		6
05:15	0	5		5	17:15	0	6		6
05:30	0	4		4	17:30	0	6		6
05:45	0	0	6	16	17:45	0	0	5	23
06:00	0	7		7	18:00	1	5		6
06:15	0	4		4	18:15	0	5		5
06:30	0	2		2	18:30	0	4		4
06:45	0	0	5	18	18:45	0	1	6	20
07:00	0	2		2	19:00	0	2		2
07:15	0	2		2	19:15	0	4		4
07:30	0	5		5	19:30	0	9		9
07:45	0	0	5	14	19:45	0	0	3	18
08:00	0	5		5	20:00	0	3		3
08:15	0	5		5	20:15	0	6		6
08:30	0	6		6	20:30	0	4		4
08:45	0	0	3	19	20:45	0	0	5	18
09:00	0	5		5	21:00	0	5		5
09:15	0	3		3	21:15	0	6		6
09:30	0	6		6	21:30	0	6		6
09:45	0	0	4	18	21:45	0	0	4	21
10:00	0	4		4	22:00	0	4		4
10:15	0	3		3	22:15	0	4		4
10:30	0	8		8	22:30	0	4		4
10:45	0	0	4	19	22:45	0	0	5	17
11:00	0	6		6	23:00	0	5		5
11:15	0	3		3	23:15	0	3		3
11:30	0	6		6	23:30	0	2		2
11:45	0	0	2	17	23:45	0	0	6	16
Totals	0	190		190	Totals	1	226		227
Split %	0.0%	100.0%		45.6%	Split %	0.4%	99.6%		54.4%

Daily Totals	Inbound		Outbound		Total	
	1		416		417	

AM Peak Hour	05:15	05:15	PM Peak Hour	18:00	16:45	16:45
AM Peak Volume	22	22	PM Peak Volume	1	24	24
AM Pk Hr Factor	0.786	0.786	PM Pk Hr Factor	0.250	1.000	1.000

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report - Passenger
Driveway D

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals				Inbound	Outbound					Total
				1	0					1
AM	In	Out		Total	PM	In	Out		Total	
00:00	0	0		0	12:00	0	0		0	
00:15	0	0		0	12:15	0	0		0	
00:30	0	0		0	12:30	0	0		0	
00:45	0	0	0	0	12:45	0	0	0	0	0
01:00	0	0		0	13:00	0	0		0	
01:15	0	0		0	13:15	0	0		0	
01:30	0	0		0	13:30	0	0		0	
01:45	0	0	0	0	13:45	0	0	0	0	0
02:00	0	0		0	14:00	0	0		0	
02:15	0	0		0	14:15	0	0		0	
02:30	0	0		0	14:30	0	0		0	
02:45	0	0	0	0	14:45	0	0	0	0	0
03:00	0	0		0	15:00	0	0		0	
03:15	0	0		0	15:15	0	0		0	
03:30	0	0		0	15:30	0	0		0	
03:45	0	0	0	0	15:45	0	0	0	0	0
04:00	0	0		0	16:00	0	0		0	
04:15	0	0		0	16:15	0	0		0	
04:30	0	0		0	16:30	0	0		0	
04:45	0	0	0	0	16:45	0	0	0	0	0
05:00	0	0		0	17:00	0	0		0	
05:15	0	0		0	17:15	0	0		0	
05:30	0	0		0	17:30	0	0		0	
05:45	0	0	0	0	17:45	0	0	0	0	0
06:00	0	0		0	18:00	1	0		1	
06:15	0	0		0	18:15	0	0		0	
06:30	0	0		0	18:30	0	0		0	
06:45	0	0	0	0	18:45	0	1	0	0	1
07:00	0	0		0	19:00	0	0		0	
07:15	0	0		0	19:15	0	0		0	
07:30	0	0		0	19:30	0	0		0	
07:45	0	0	0	0	19:45	0	0	0	0	0
08:00	0	0		0	20:00	0	0		0	
08:15	0	0		0	20:15	0	0		0	
08:30	0	0		0	20:30	0	0		0	
08:45	0	0	0	0	20:45	0	0	0	0	0
09:00	0	0		0	21:00	0	0		0	
09:15	0	0		0	21:15	0	0		0	
09:30	0	0		0	21:30	0	0		0	
09:45	0	0	0	0	21:45	0	0	0	0	0
10:00	0	0		0	22:00	0	0		0	
10:15	0	0		0	22:15	0	0		0	
10:30	0	0		0	22:30	0	0		0	
10:45	0	0	0	0	22:45	0	0	0	0	0
11:00	0	0		0	23:00	0	0		0	
11:15	0	0		0	23:15	0	0		0	
11:30	0	0		0	23:30	0	0		0	
11:45	0	0	0	0	23:45	0	0	0	0	0
Totals	0	0		0	Totals	1	0		1	
Split %	0.0%	0.0%		0.0%	Split %	100.0%	0.0%		100.0%	

Daily Totals				Inbound	Outbound					Total
				1	0					1
AM Peak Hour								PM Peak Hour		
AM Peak Volume								PM Peak Volume		
AM Pk Hr Factor								PM Pk Hr Factor		

ADT Volume Report - Bus Driveway D

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals		Inbound	Outbound	Total
		0	416	416

AM	In	Out	Total	PM	In	Out	Total
00:00	0	3	3	12:00	0	2	2
00:15	0	4	4	12:15	0	4	4
00:30	0	3	3	12:30	0	4	4
00:45	0	0 4 14	4 14	12:45	0 0 5 15	5 15	5 15
01:00	0	5	5	13:00	0	6	6
01:15	0	3	3	13:15	0	5	5
01:30	0	7	7	13:30	0	4	4
01:45	0	0 4 19	4 19	13:45	0 0 6 21	6 21	6 21
02:00	0	4	4	14:00	0	2	2
02:15	0	3	3	14:15	0	4	4
02:30	0	1	1	14:30	0	3	3
02:45	0	0 3 11	3 11	14:45	0 0 6 15	6 15	6 15
03:00	0	5	5	15:00	0	6	6
03:15	0	3	3	15:15	0	5	5
03:30	0	2	2	15:30	0	6	6
03:45	0	0 2 12	2 12	15:45	0 0 4 21	4 21	4 21
04:00	0	2	2	16:00	0	6	6
04:15	0	4	4	16:15	0	4	4
04:30	0	3	3	16:30	0	5	5
04:45	0	0 4 13	4 13	16:45	0 0 6 21	6 21	6 21
05:00	0	1	1	17:00	0	6	6
05:15	0	5	5	17:15	0	6	6
05:30	0	4	4	17:30	0	6	6
05:45	0	0 6 16	6 16	17:45	0 0 5 23	5 23	5 23
06:00	0	7	7	18:00	0	5	5
06:15	0	4	4	18:15	0	5	5
06:30	0	2	2	18:30	0	4	4
06:45	0	0 5 18	5 18	18:45	0 0 6 20	6 20	6 20
07:00	0	2	2	19:00	0	2	2
07:15	0	2	2	19:15	0	4	4
07:30	0	5	5	19:30	0	9	9
07:45	0	0 5 14	5 14	19:45	0 0 3 18	3 18	3 18
08:00	0	5	5	20:00	0	3	3
08:15	0	5	5	20:15	0	6	6
08:30	0	6	6	20:30	0	4	4
08:45	0	0 3 19	3 19	20:45	0 0 5 18	5 18	5 18
09:00	0	5	5	21:00	0	5	5
09:15	0	3	3	21:15	0	6	6
09:30	0	6	6	21:30	0	6	6
09:45	0	0 4 18	4 18	21:45	0 0 4 21	4 21	4 21
10:00	0	4	4	22:00	0	4	4
10:15	0	3	3	22:15	0	4	4
10:30	0	8	8	22:30	0	4	4
10:45	0	0 4 19	4 19	22:45	0 0 5 17	5 17	5 17
11:00	0	6	6	23:00	0	5	5
11:15	0	3	3	23:15	0	3	3
11:30	0	6	6	23:30	0	2	2
11:45	0	0 2 17	2 17	23:45	0 0 6 16	6 16	6 16
Totals	0	190	190	Totals	0	226	226
Split %	0.0%	100.0%	45.7%	Split %	0.0%	100.0%	54.3%

Daily Totals		Inbound	Outbound	Total
		0	416	416

AM Peak Hour	05:15	05:15	PM Peak Hour	16:45	16:45
AM Peak Volume	22	22	PM Peak Volume	24	24
AM Pk Hr Factor			PM Pk Hr Factor		

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report - Light Truck
Driveway D

Day: Wednesday, September 4, 2024

City: Los Angeles, CA

Daily Totals				Inbound	Outbound					Total
				0	0					0

AM	In	Out		Total	PM	In	Out		Total
00:00	0	0		0	12:00	0	0		0
00:15	0	0		0	12:15	0	0		0
00:30	0	0		0	12:30	0	0		0
00:45	0	0	0	0	12:45	0	0	0	0
01:00	0	0		0	13:00	0	0		0
01:15	0	0		0	13:15	0	0		0
01:30	0	0		0	13:30	0	0		0
01:45	0	0	0	0	13:45	0	0	0	0
02:00	0	0		0	14:00	0	0		0
02:15	0	0		0	14:15	0	0		0
02:30	0	0		0	14:30	0	0		0
02:45	0	0	0	0	14:45	0	0	0	0
03:00	0	0		0	15:00	0	0		0
03:15	0	0		0	15:15	0	0		0
03:30	0	0		0	15:30	0	0		0
03:45	0	0	0	0	15:45	0	0	0	0
04:00	0	0		0	16:00	0	0		0
04:15	0	0		0	16:15	0	0		0
04:30	0	0		0	16:30	0	0		0
04:45	0	0	0	0	16:45	0	0	0	0
05:00	0	0		0	17:00	0	0		0
05:15	0	0		0	17:15	0	0		0
05:30	0	0		0	17:30	0	0		0
05:45	0	0	0	0	17:45	0	0	0	0
06:00	0	0		0	18:00	0	0		0
06:15	0	0		0	18:15	0	0		0
06:30	0	0		0	18:30	0	0		0
06:45	0	0	0	0	18:45	0	0	0	0
07:00	0	0		0	19:00	0	0		0
07:15	0	0		0	19:15	0	0		0
07:30	0	0		0	19:30	0	0		0
07:45	0	0	0	0	19:45	0	0	0	0
08:00	0	0		0	20:00	0	0		0
08:15	0	0		0	20:15	0	0		0
08:30	0	0		0	20:30	0	0		0
08:45	0	0	0	0	20:45	0	0	0	0
09:00	0	0		0	21:00	0	0		0
09:15	0	0		0	21:15	0	0		0
09:30	0	0		0	21:30	0	0		0
09:45	0	0	0	0	21:45	0	0	0	0
10:00	0	0		0	22:00	0	0		0
10:15	0	0		0	22:15	0	0		0
10:30	0	0		0	22:30	0	0		0
10:45	0	0	0	0	22:45	0	0	0	0
11:00	0	0		0	23:00	0	0		0
11:15	0	0		0	23:15	0	0		0
11:30	0	0		0	23:30	0	0		0
11:45	0	0	0	0	23:45	0	0	0	0
Totals	0	0		0	Totals	0	0		0
Split %	0.0%	0.0%		0.0%	Split %	0.0%	0.0%		0.0%

Daily Totals				Inbound	Outbound					Total
				0	0					0

AM Peak Hour		PM Peak Hour	
AM Peak Volume		PM Peak Volume	
AM Pk Hr Factor		PM Pk Hr Factor	