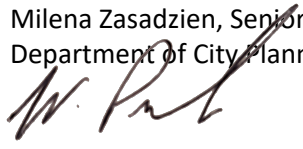


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

676 Mateo Street
 DOT Case No. CEN 19-48932

Date: October 19, 2020

To: Milena Zasadzien, Senior City Planner
 Department of City Planning


From: Wes Pringle, Transportation Engineer
 Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT
 LOCATED AT 676 MATEO STREET (CPC-2017-432-CPU/ENV-2017-433-EIR/CPC-2018-
 6005-CA/ENV-2019-4121-ND)**

The Department of Transportation has reviewed the transportation analysis prepared by Linscott, Law & Greenspan, Engineers, for the proposed mixed-use project located at 676 Mateo Street. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes the development of a mixed-use project that includes 185 live-work apartment units, 3,900 square feet of associated live-work office space within 26 live-work apartment units, 15,005 square feet of restaurant floor area, and 8,375 square feet of retail floor area. Currently, the project site is occupied by a single-story light industrial building with an approximate floor area of 26,740 square feet. The applicant also proposes an optional project description that includes 159 units, 3,600 square feet of associated live-work office space within 24 live-work apartment units, 22,493 square feet of general office space, 15,005 square feet of restaurant floor area, and 8,375 square feet of retail floor area. The table below shows a breakdown of the proposed project and the additional office option:

Proposed Project and Additional Office Option Comparison		
Land Use	Proposed Project	Additional Office Option
Live-Work Apartments	185 units	159 units
Office Space (within live-work units)	3,900 sf (within 26 live-work units)	3,600 sf (within 24 live-work units)
General Office	--	22,493 sf
Restaurant	15,005 sf	15,005 sf
Retail	8,375 sf	8,375 sf
Total	185 live-work units 27,820 sf, commercial space	159 live-work units 49,473 sf, commercial space

Vehicular access to the project site will be provided via one driveway, full vehicular access, located along Imperial Street which is on the northeast portion of the project site, and will provide access to the subterranean parking levels of the on-site parking garage as illustrated in **Attachment A**. The project is planned to be completed by the year 2023.

B. CEQA Screening Threshold

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 the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator Version 1.3 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual 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 exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would not have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B and Attachment C** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Linscott, Law & Greenspan, Engineers, the proposed project is projected to have a Household VMT per capita of 5.0 and Work VMT per

employee of 7.4. The results reflect TDM measures included in the project as project design features. Therefore, it is concluded that implementation of the Project would not result in a significant impact of either Household VMT or Work VMT. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

It should be noted that Linscott, Law & Greenspan, Engineers included VMT calculations for the Additional Office Option which was project to have a Household VMT per capita of 5.0 and Work VMT per employee of 7.6. Therefore, it is concluded that implementation of the Project would not result in a significant impact of either Household VMT or Work VMT. A copy of the VMT Calculator summary report is provided as **Attachment C** to this report.

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 Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. CEQA-Related Mitigation

LADOT recommends that the applicant be required to implement the following transportation demand management (TDM) mitigation measures as project design features:

1. Reduce Parking Supply

This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC) without consideration of parking reduction mechanisms permitted in the code.

2. Include Bike Parking per Los Angeles Municipal Code

This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations.

B. Corrective Measures (Non-CEQA Analysis)

As required per the adopted Transportation Assessment Guidelines and pursuant to the City's Site Plan Review authority (L.A.M.C. 16.05 and various relevant code sections), the analysis

included a review of current deficiencies and potential future deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective conditions:

1. Installation of Traffic Signal

As required by the TAG and pursuant to the City's Site Plan Review authority, the analysis included a review of current deficiencies and potential future deficiencies that may result from the project. As a result of cumulative development within the Project area, and based on peak hour traffic volume forecasts provided in the transportation study and standard warrants used by DOT, a traffic signal will be warranted at the intersection of Imperial Street and Seventh Street for the 'Future' and 'Future + Project' conditions. However, any proposed signal installation is subject to final approval by DOT.

The applicant should be required to prepare a complete Traffic Signal Warrant Analysis of Imperial Street and Seventh Street for review by DOT's Central District Office for a final determination on the need for traffic signals at this location. The satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. If DOT makes the determination that a traffic signal is warranted and needed at the intersection, then the applicant would be responsible for the full cost to design and install the new signal.

Should DOT determine that a traffic signal is warranted and needed at Imperial Street and Seventh Street, the applicant shall be responsible for the cost of the design and implementation of the of the traffic signal, any related traffic signal equipment modifications, and bus stop relocations associated with any proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be **guaranteed** through 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 DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project. If a proposed traffic corrective measure does not receive the required approval during plan review, a substitute corrective measure may be provided subject to the approval of DOT or other governing agency with jurisdiction over the corrective measure location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in improving the project's deficiency. To the extent that a corrective measure proves to be infeasible and no substitute corrective measure is available, then a deficiency would remain.

C. Additional Requirements and Considerations

To comply with the transportation with the transportation and mobility goals and provisions of

adopted City plans and ordinances, the applicant should be required to implement the improvements listed below:

1. Parking Requirements

The traffic study indicated that the Proposed Project and the Additional Office Option would provide an on-site subterranean parking garage will provide a total of 287 parking spaces. Based on the traffic study, the Proposed Project is required to provide 12 short-term and 118 long-term bicycle parking spaces for the residential component. For the commercial component, the Proposed Project is required to provide 12 short-term and 12 long-term spaces. The Additional Office Option is required to provide 11 short-term and 105 long-term bicycle spaces for the residential component. For the commercial component, the Additional Office Option is required to provide 14 short-term and 17 long-term spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements

Per the new Mobility Element of the General Plan, **Mateo Street** has been designated as an Avenue III which would require a 23-foot half-width roadway within a 36-foot half-width right-of-way and **Imperial Street** has been designated as a Collector Street which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

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 traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any

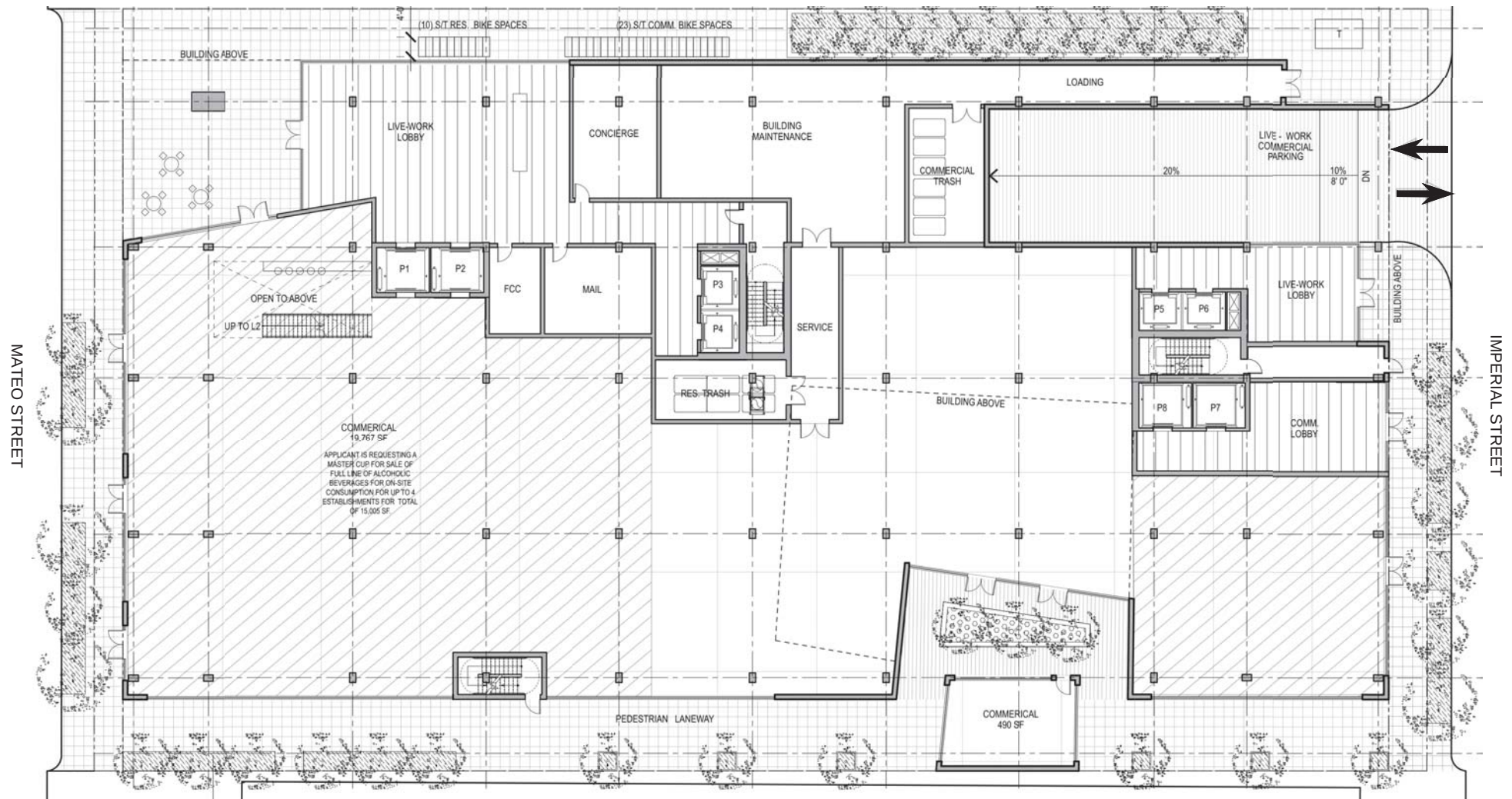
applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan at (213) 972-4970.

Attachments

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c: Shaylee Papadakis, Council District 14
 Edward Yu, Central District, DOT
 Taimour Tanavoli, Case Management Office, DOT
 Matthew Masuda, Central District, BOE
 David Shender, Linscott, Law & Greenspan.



SOURCE: HANSONLA ARCHITECTURE

FIGURE 2-2
PROJECT SITE PLAN
GROUND FLOOR

676 MATEO STREET PROJECT



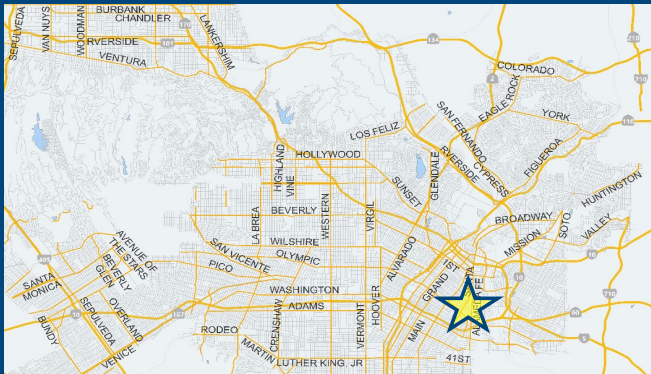
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project: 676 Mateo Street
Scenario: Proposed Project
Address: 676 S MATEO ST, 90021



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

☒ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Industrial Light Industrial	26.74	ksf
Industrial Light Industrial	26.74	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office General Office	3.9	ksf
Housing Multi-Family	185	DU
Retail General Retail	8.375	ksf
Retail High-Turnover Sit-Down Restaurant	15.005	ksf
Office General Office	3.9	ksf

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

Project Screening Summary

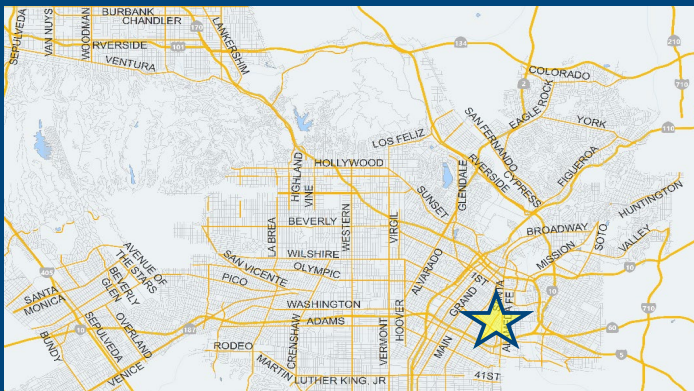
Existing Land Use	Proposed Project
156 Daily Vehicle Trips	2,765 Daily Vehicle Trips
1,152 Daily VMT	19,354 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	2,609 Net Daily Trips
The net increase in daily VMT ≤ 0	18,202 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	23,380 ksf
The proposed project is required to perform VMT analysis.	

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project: 676 Mateo Street
Scenario: Proposed Project
Address: 676 S MATEO ST, 90021



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	185	DU
Retail General Retail	8.375	ksf
Retail High-Turnover Sit-Down Restaurant	15.005	ksf
Office General Office	3.9	ksf

TDM Strategies

Select each section to show individual strategies
 Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?
Max Work Based TDM Achieved?

Proposed Project **No** With Mitigation **No**
 Proposed Project **No** With Mitigation **No**

A **Parking**

Reduce Parking Supply

city code parking provision for the project site
 actual parking provision for the project site

☒ Proposed Prj ☐ Mitigation

Unbundle Parking

monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out

percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

daily parking charge (dollar)
 percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

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

Analysis Results

Proposed Project	With Mitigation
2,404 Daily Vehicle Trips	2,404 Daily Vehicle Trips
16,828 Daily VMT	16,828 Daily VMT
5.0 Household VMT per Capita	5.0 Household VMT per Capita
7.4 Work VMT per Employee	7.4 Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project

Project Address: 676 S MATEO ST, 90021



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	185	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	8.375	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	15.005	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	3.900	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project

Project Address: 676 S MATEO ST, 90021



Version 1.3

Analysis Results			
Total Employees: 92			
Total Population: 417			
Proposed Project		With Mitigation	
2,404	Daily Vehicle Trips	2,404	Daily Vehicle Trips
16,828	Daily VMT	16,828	Daily VMT
5	Household VMT per Capita	5	Household VMT per Capita
7.4	Work VMT per Employee	7.4	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project

Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	474	474
		Actual parking provision (spaces)	287	287
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project

Project Address: 676 S MATEO ST, 90021



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project

Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
	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: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project

Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	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: June 23, 2020
 Project Name: 676 Mateo Street
 Project Scenario: Proposed Project
 Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Suburban Center														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 23, 2020
 Project Name: 676 Mateo Street
 Project Scenario: Proposed Project
 Project Address: 676 S MATEO ST, 90021



Version 1.3

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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
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		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT		13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

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

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: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project

Project Address: 676 S MATEO ST, 90021



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	166	-31.3%	114	7.2	1,195	821
Home Based Other Production	459	-33.3%	306	5.2	2,387	1,591
Non-Home Based Other Production	721	-3.1%	699	8.0	5,768	5,592
Home-Based Work Attraction	134	-29.1%	95	8.3	1,112	789
Home-Based Other Attraction	1,380	-26.8%	1,010	6.6	9,108	6,666
Non-Home Based Other Attraction	559	-3.2%	541	7.2	4,025	3,895

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	-13.0%	99	714	-13.0%	99	714
Home Based Other Production	-13.0%	266	1,383	-13.0%	266	1,383
Non-Home Based Other Production	-13.0%	608	4,862	-13.0%	608	4,862
Home-Based Work Attraction	-13.0%	83	686	-13.0%	83	686
Home-Based Other Attraction	-13.0%	878	5,796	-13.0%	878	5,796
Non-Home Based Other Attraction	-13.0%	470	3,387	-13.0%	470	3,387

MXD VMT Methodology Per Capita & Per Employee

Total Population: 417

Total Employees: 92

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	2,097	2,097
Total Home Based Work Attraction VMT	686	686
Total Home Based VMT Per Capita	5.0	5.0
Total Work Based VMT Per Employee	7.4	7.4

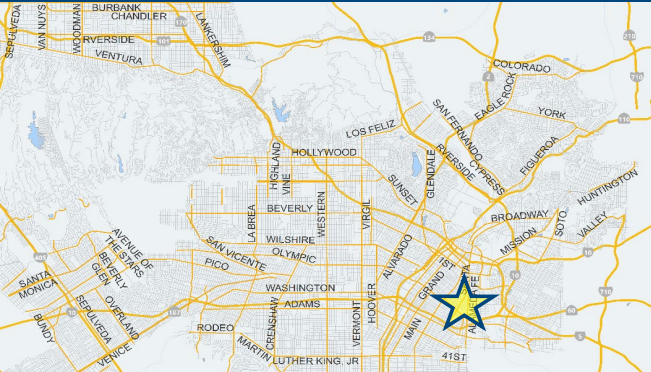
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project: 676 Mateo Street
Scenario: Additional Office Option
Address: 676 S MATEO ST, 90021



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

☒ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Industrial Light Industrial	26.74	ksf
Industrial Light Industrial	26.74	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office General Office	26.093	ksf
Housing Multi-Family	159	DU
Retail General Retail	8.375	ksf
Retail High-Turnover Sit-Down Restaurant	15.005	ksf
Office General Office	26.093	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
156 Daily Vehicle Trips	2,836 Daily Vehicle Trips
1,152 Daily VMT	20,043 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	2,680 Net Daily Trips
The net increase in daily VMT ≤ 0	18,891 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	23.380 ksf
The proposed project is required to perform VMT analysis.	

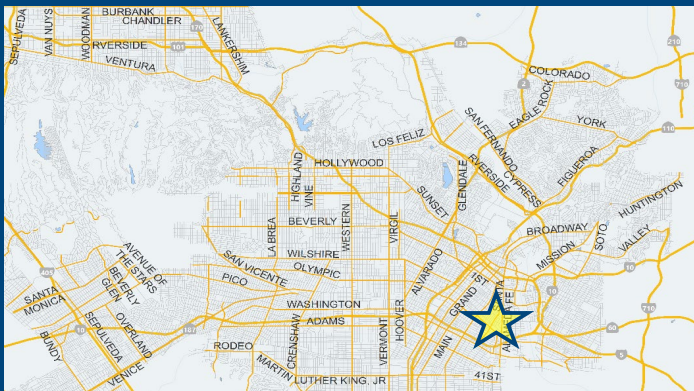


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Project Information

Project: 676 Mateo Street
Scenario: Additional Office Option
Address: 676 S MATEO ST, 90021



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	159	DU
Retail General Retail	8.375	ksf
Retail High-Turnover Sit-Down Restaurant	15.005	ksf
Office General Office	26.093	ksf

TDM Strategies

Select each section to show individual strategies
 Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?
Max Work Based TDM Achieved?

Proposed Project **No** With Mitigation **No**
 No No

A **Parking**

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

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

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

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

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

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

Analysis Results

Proposed Project	With Mitigation
2,467 Daily Vehicle Trips	2,467 Daily Vehicle Trips
17,429 Daily VMT	17,429 Daily VMT
5.0 Household VMT per Capita	5.0 Household VMT per Capita
7.6 Work VMT per Employee	7.6 Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Additional Office Option

Project Address: 676 S MATEO ST, 90021



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	159	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
<i>Affordable Housing</i>	<i>Family</i>	0	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	General Retail	8.375	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	High-Turnover Sit-Down Restaurant	15.005	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
Office	General Office	26.093	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<i>Other</i>		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Additional Office Option

Project Address: 676 S MATEO ST, 90021



Version 1.3

Analysis Results			
Total Employees: 181			
Total Population: 358			
Proposed Project		With Mitigation	
2,467	Daily Vehicle Trips	2,467	Daily Vehicle Trips
17,429	Daily VMT	17,429	Daily VMT
5	Household VMT per Capita	5	Household VMT per Capita
7.6	Work VMT per Employee	7.6	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Additional Office Option

Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	479	479
		Actual parking provision (spaces)	287	287
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Additional Office Option

Project Address: 676 S MATEO ST, 90021



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Additional Office Option

Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
	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: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Additional Office Option

Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	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: June 23, 2020
 Project Name: 676 Mateo Street
 Project Scenario: Additional Office Option
 Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Suburban Center														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 23, 2020

Project Name: 676 Mateo Street
Project Scenario: Additional Office Option
Project Address: 676 S MATEO ST, 90021



Version 1.3

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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
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	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

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

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: June 23, 2020

Project Name: 676 Mateo Street

Project Scenario: Additional Office Option

Project Address: 676 S MATEO ST, 90021



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	143	-33.6%	95	7.2	1,030	684
Home Based Other Production	395	-33.4%	263	5.2	2,054	1,368
Non-Home Based Other Production	720	-3.2%	697	8.0	5,760	5,576
Home-Based Work Attraction	263	-27.4%	191	8.3	2,183	1,585
Home-Based Other Attraction	1,407	-26.9%	1,029	6.6	9,286	6,791
Non-Home Based Other Attraction	580	-3.3%	561	7.2	4,176	4,039

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	-13.0%	83	595	-13.0%	83	595
Home Based Other Production	-13.0%	229	1,190	-13.0%	229	1,190
Non-Home Based Other Production	-13.0%	606	4,849	-13.0%	606	4,849
Home-Based Work Attraction	-13.0%	166	1,378	-13.0%	166	1,378
Home-Based Other Attraction	-13.0%	895	5,905	-13.0%	895	5,905
Non-Home Based Other Attraction	-13.0%	488	3,512	-13.0%	488	3,512

MXD VMT Methodology Per Capita & Per Employee

Total Population: 358

Total Employees: 181

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	1,785	1,785
Total Home Based Work Attraction VMT	1,378	1,378
Total Home Based VMT Per Capita	5.0	5.0
Total Work Based VMT Per Employee	7.6	7.6

CEN19-48932_676 Mateo St_MU_Attachment D

Table 5-2
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

21-Jan-20

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Mateo Street / Jesse Street (Unsignalized)	NB Left/Through/Right	AM	7.8	A	0.0	7.8	A	0.0	0.0	8.2	A	0.0	8.2	A	0.0	0.0
			PM	8.2	A	0.0	8.2	A	0.0	0.0	8.8	A	0.0	8.8	A	0.0	0.0
		SB Left/Through/Right	AM	8.4	A	2.5	8.4	A	2.5	0.0	9.8	A	20.0	9.9	A	22.5	2.5
			PM	7.8	A	2.5	7.9	A	2.5	0.0	8.7	A	10.0	8.8	A	12.5	2.5
		EB Right	AM	15.8	C	2.5	16.8	C	5.0	2.5	67.0	F	17.5	76.4	F	20.0	2.5
			PM	12.6	B	0.0	13.0	B	0.0	0.0	37.5	E	2.5	42.0	E	2.5	0.0
		WB Left/Right	AM	13.9	B	12.5	14.0	B	15.0	2.5	31.3	D	80.0	33.8	D	92.5	12.5
			PM	13.1	B	12.5	13.4	B	15.0	2.5	40.2	E	200.0	46.6	E	225.0	25.0
2	Mateo Street / 7th Street (Signalized)	NB Left/Through/Right	AM	25.4	C	252.5	25.5	C	254.0	1.5	143.6	F	953.4	145.1	F	962.3	8.9
			PM	33.3	C	263.3	33.8	C	267.8	4.5	496.5	F	2307.5	499.9	F	2325.8	18.3
		SB Left/Through/Right	AM	19.3	B	106.1	19.3	B	105.9	-0.2	22.1	C	201.8	22.1	C	201.8	0.0
			PM	50.4	D	406.0	51.5	D	410.0	4.0	226.2	F	1152.4	227.1	F	1154.9	2.5
		EB Left	AM	18.2	B	16.7	18.9	B	17.1	0.4	27.8	C	26.6	29.0	C	27.4	0.8
			PM	10.0	A	13.6	10.1	B	13.7	0.1	16.2	B	21.9	16.5	B	22.3	0.4
		EB Through	AM	7.7	A	57.6	7.8	A	60.5	2.9	11.1	B	207.5	11.2	B	211.4	3.9
			PM	10.3	B	218.9	10.5	B	227.1	8.2	14.8	B	385.6	15.2	B	398.0	12.4
		EB Right	AM	7.8	A	56.1	7.8	A	59.0	2.9	11.3	B	196.2	11.4	B	200.2	4.0
			PM	10.4	B	212.2	10.6	B	220.4	8.2	15.5	B	383.3	16.0	B	397.8	14.5
		WB Left	AM	12.4	B	98.4	13.0	B	107.8	9.4	47.0	D	256.8	56.1	E	285.6	28.8
			PM	18.5	B	77.7	20.0	C	88.7	11.0	58.4	E	191.5	71.0	E	215.3	23.8
		WB Through	AM	13.1	B	266.7	13.4	B	275.5	8.8	17.7	B	375.3	18.3	B	388.3	13.0
			PM	8.4	A	115.0	8.5	A	120.1	5.1	11.3	B	258.5	11.4	B	264.3	5.8
		WB Right	AM	13.3	B	259.2	13.7	B	268.4	9.2	18.9	B	380.2	19.7	B	396.0	15.8
			PM	8.4	A	112.4	8.5	A	117.3	4.9	11.3	B	255.0	11.5	B	260.8	5.8
3	Imperial Street / Jesse Street (Unsignalized)	NB Left/Through/Right	AM	9.4	A	2.5	9.6	A	2.5	0.0	13.0	B	10.0	13.8	B	15.0	5.0
			PM	9.3	A	5.0	9.7	A	5.0	0.0	17.2	C	30.0	19.1	C	37.5	7.5
		SB Left/Through/Right	AM	9.5	A	0.0	9.6	A	0.0	0.0	12.9	B	15.0	13.0	B	15.0	0.0
			PM	9.6	A	7.5	9.6	A	7.5	0.0	18.4	C	42.5	18.9	C	45.0	2.5
		EB Left/Through/Right	AM	7.4	A	0.0	7.4	A	0.0	0.0	7.6	A	0.0	7.6	A	0.0	0.0
			PM	7.4	A	0.0	7.4	A	0.0	0.0	8.2	A	2.5	8.2	A	2.5	0.0
		WB Left/Through/Right	AM	7.3	A	0.0	7.3	A	0.0	0.0	7.7	A	0.0	7.7	A	0.0	0.0
			PM	7.3	A	0.0	7.4	A	0.0	0.0	7.5	A	0.0	7.6	A	0.0	0.0
4	Imperial Street / Project Site Driveway (Unsignalized)	NB Left	AM	--	--	--	7.4	A	2.5	2.5	--	--	--	7.6	A	2.5	2.5
			PM	--	--	--	7.6	A	7.5	7.5	--	--	--	7.8	A	7.5	7.5
		EB Left/Right	AM	--	--	--	9.2	A	12.5	12.5	--	--	--	9.8	A	12.5	12.5
			PM	--	--	--	9.4	A	7.5	7.5	--	--	--	10.1	B	10.0	10.0

Table 5-2 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
5	Imperial Street / 7th Street (Unsignalized)	NB Left/Through/Right	AM	16.3	C	0.0	18.9	C	0.0	0.0	46.3	E	2.5	69.4	F	5.0	2.5
			PM	30.1	D	0.0	37.6	E	2.5	2.5	280.6	F	10.0	OVERFLOW	F	OVERFLOW	OVERFLOW
		SB Left/Through/Right	AM	30.1	D	2.5	100.7	F	97.5	95.0	352.6	F	180.0	1384.8	F	440.0	260.0
			PM	21.5	C	12.5	34.6	D	47.5	35.0	1217.3	F	300.0	OVERFLOW	F	OVERFLOW	OVERFLOW
		EB Left	AM	13.5	B	0.0	14.1	B	5.0	5.0	17.1	C	5.0	18.3	C	12.5	7.5
			PM	9.1	A	0.0	9.5	A	5.0	5.0	12.8	B	10.0	14.0	B	17.5	7.5
		WB Left	AM	8.1	A	0.0	8.1	A	0.0	0.0	9.7	A	0.0	9.7	A	0.0	0.0
			PM	10.7	B	0.0	10.7	B	0.0	0.0	13.2	B	0.0	13.2	B	0.0	0.0

- [1] Pursuant to LADOT's *Transportation Assessment Guidelines*, July 2019, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.
- [2] Control delay reported in seconds per vehicle.
- [3] Unsignalized Intersection Levels of Service were based on the following criteria:
- | | |
|------------------------------|------------|
| <u>Control Delay (s/veh)</u> | <u>LOS</u> |
| <= 10 | A |
| > 10-15 | B |
| > 15-25 | C |
| > 25-35 | D |
| > 35-50 | E |
| > 50 | F |
- Signalized Intersection Levels of Service were based on the following criteria:
- | | |
|------------------------------|------------|
| <u>Control Delay (s/veh)</u> | <u>LOS</u> |
| <= 10 | A |
| > 10-20 | B |
| > 20-35 | C |
| > 35-55 | D |
| > 55-80 | E |
| > 80 | F |
- [4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.
- [5] Represents the change in calculated maximum back of queue (in feet) due to the addition of project-related traffic.

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Table 5-3
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
ADDITIONAL OFFICE OPTION

21-Jan-20

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Mateo Street / Jesse Street (Unsignalized)	NB Left/Through/Right	AM	7.8	A	0.0	7.8	A	0.0	0.0	8.2	A	0.0	8.2	A	0.0	0.0
			PM	8.2	A	0.0	8.2	A	0.0	0.0	8.8	A	0.0	8.8	A	0.0	0.0
		SB Left/Through/Right	AM	8.4	A	2.5	8.4	A	2.5	0.0	9.8	A	20.0	9.9	A	22.5	2.5
			PM	7.8	A	2.5	7.9	A	2.5	0.0	8.7	A	10.0	8.7	A	12.5	2.5
		EB Right	AM	15.8	C	2.5	16.9	C	5.0	2.5	67.0	F	17.5	77.5	F	22.5	5.0
			PM	12.6	B	0.0	13.0	B	0.0	0.0	37.5	E	2.5	42.2	E	2.5	0.0
		WB Left/Right	AM	13.9	B	12.5	14.1	B	15.0	2.5	31.3	D	80.0	34.2	D	92.5	12.5
			PM	13.1	B	12.5	13.3	B	15.0	2.5	40.2	E	200.0	46.9	E	227.5	27.5
2	Mateo Street / 7th Street (Signalized)	NB Left/Through/Right	AM	25.4	C	252.5	25.6	C	255.2	2.7	143.6	F	953.4	145.8	F	967.2	13.8
			PM	33.3	C	263.3	33.8	C	267.8	4.5	496.5	F	2307.5	499.9	F	2325.8	18.3
		SB Left/Through/Right	AM	19.3	B	106.1	19.3	B	105.9	-0.2	22.1	C	201.8	22.1	C	201.8	0.0
			PM	50.4	D	406.0	51.5	D	410.0	4.0	226.2	F	1152.4	227.1	F	1154.9	2.5
		EB Left	AM	18.2	B	16.7	18.8	B	17.1	0.4	27.8	C	26.6	29.0	C	27.4	0.8
			PM	10.0	A	13.6	10.2	B	13.8	0.2	16.2	B	21.9	16.6	B	22.4	0.5
		EB Through	AM	7.7	A	57.6	7.8	A	61.2	3.6	11.1	B	207.5	11.3	B	212.6	5.1
			PM	10.3	B	218.9	10.5	B	226.9	8.0	14.8	B	385.6	15.2	B	397.8	12.2
		EB Right	AM	7.8	A	56.1	7.8	A	59.6	3.5	11.3	B	196.2	11.4	B	201.4	5.2
			PM	10.4	B	212.2	10.6	B	220.3	8.1	15.5	B	383.3	16.0	B	397.5	14.2
		WB Left	AM	12.4	B	98.4	13.0	B	108.2	9.8	47.0	D	256.8	56.9	E	287.1	30.3
			PM	18.5	B	77.7	20.2	C	90.6	12.9	58.4	E	191.5	72.6	E	219.5	28.0
		WB Through	AM	13.1	B	266.7	13.4	B	274.7	8.0	17.7	B	375.3	18.3	B	388.0	12.7
			PM	8.4	A	115.0	8.5	A	121.1	6.1	11.3	B	258.5	11.4	B	265.2	6.7
		WB Right	AM	13.3	B	259.2	13.7	B	268.2	9.0	18.9	B	380.2	19.7	B	395.7	15.5
			PM	8.4	A	112.4	8.5	A	118.3	5.9	11.3	B	255.0	11.5	B	262.4	7.4
3	Imperial Street / Jesse Street (Unsignalized)	NB Left/Through/Right	AM	9.4	A	2.5	9.6	A	2.5	0.0	13.0	B	10.0	13.7	B	12.5	2.5
			PM	9.3	A	5.0	9.7	A	5.0	0.0	17.2	C	30.0	19.5	C	40.0	10.0
		SB Left/Through/Right	AM	9.5	A	0.0	9.6	A	0.0	0.0	12.9	B	15.0	13.0	B	15.0	0.0
			PM	9.6	A	7.5	9.6	A	7.5	0.0	18.4	C	42.5	18.9	C	45.0	2.5
		EB Left/Through/Right	AM	7.4	A	0.0	7.4	A	0.0	0.0	7.6	A	0.0	7.6	A	0.0	0.0
			PM	7.4	A	0.0	7.4	A	0.0	0.0	8.2	A	2.5	8.2	A	2.5	0.0
		WB Left/Through/Right	AM	7.3	A	0.0	7.3	A	0.0	0.0	7.7	A	0.0	7.7	A	0.0	0.0
			PM	7.3	A	0.0	7.4	A	0.0	0.0	7.5	A	0.0	7.6	A	0.0	0.0
4	Imperial Street / Project Site Driveway (Unsignalized)	NB Left	AM	--	--	--	7.4	A	5.0	5.0	--	--	--	7.6	A	5.0	5.0
			PM	--	--	--	7.6	A	7.5	7.5	--	--	--	7.8	A	7.5	7.5
		EB Left/Right	AM	--	--	--	9.2	A	12.5	12.5	--	--	--	9.9	A	12.5	12.5
			PM	--	--	--	9.5	A	10.0	10.0	--	--	--	10.2	B	10.0	10.0

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
ADDITIONAL OFFICE OPTION

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
5	Imperial Street / 7th Street (Unsignalized)	NB Left/Through/Right	AM	16.3	C	0.0	19.2	C	0.0	0.0	46.3	E	2.5	72.7	F	5.0	2.5
			PM	30.1	D	0.0	37.7	E	2.5	2.5	280.6	F	10.0	OVERFLOW	F	OVERFLOW	OVERFLOW
		SB Left/Through/Right	AM	30.1	D	2.5	102.3	F	95.0	92.5	352.6	F	180.0	1450.0	F	437.5	257.5
			PM	21.5	C	12.5	37.1	E	57.5	45.0	1217.3	F	300.0	OVERFLOW	F	OVERFLOW	OVERFLOW
		EB Left	AM	13.5	B	0.0	14.3	B	5.0	5.0	17.1	C	5.0	18.6	C	12.5	7.5
			PM	9.1	A	0.0	9.5	A	5.0	5.0	12.8	B	10.0	13.9	B	17.5	7.5
		WB Left	AM	8.1	A	0.0	8.1	A	0.0	0.0	9.7	A	0.0	9.7	A	0.0	0.0
			PM	10.7	B	0.0	10.7	B	0.0	0.0	13.2	B	0.0	13.2	B	0.0	0.0

[1] Pursuant to LADOT's *Transportation Assessment Guidelines*, July 2019, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

[3] Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)
 <= 10
 > 10-15
 > 15-25
 > 25-35
 > 35-50
 > 50

LOS
 A
 B
 C
 D
 E
 F

Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)
 <= 10
 > 10-20
 > 20-35
 > 35-55
 > 55-80
 > 80

LOS
 A
 B
 C
 D
 E
 F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of project-related traffic.