

Appendix L

3. Traffic Alternatives Memo

MEMORANDUM

To:	Craig Fajnor EcoTierra Consulting, Inc.	Date:	August 27, 2020
From:	David S. Shender, P.E. Linscott, Law & Greenspan, Engineers	LLG Ref:	5-16-0283-2
Subject:	Vehicle Miles Traveled Analysis of Alternatives for the Proposed Project at 676 Mateo Street		

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a Vehicle Miles Traveled (VMT) analysis for each of the Alternatives to be evaluated in the Draft Environmental Impact Report (Draft EIR) for the proposed project (“the Project”) located at 676 Mateo Street in the Arts District area of the City of Los Angeles.

The Project Site is currently occupied by a single-story light industrial building with an approximate floor area of 26,740 square feet. As currently proposed, the Project proposes to remove the existing use and construct mixed-use development including 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. The Project proposes to provide 287 vehicle parking spaces on-site.

In addition to the proposed Project, an optional project description is proposed to include additional office space. The Additional Office Option proposes the replacement of 26 live-work apartment units with an additional 22,493 square feet of office floor area. Specifically, the Additional Office Option proposes to construct 159 live-work apartment units, 3,600 square feet of associated live-work office space within 24 live-work apartment units, 22,493 square feet of general office floor area, 15,005 square feet of restaurant floor area, and 8,375 square feet of retail floor area. The Additional Office Option proposes to provide 287 vehicle parking spaces on-site.

Additionally, three Alternatives are to be evaluated in the Draft EIR. The first Alternative (“Alternative 2”) proposes that the Project and Additional Office Option’s components each be reduced by 25 percent. The second Alternative (“Alternative 3”) proposes to remove the live-work apartment units and office space and develop 15,005 square feet of restaurant floor area and 8,375 square feet of retail floor area. It is noted that the Additional Office Option is not considered in conjunction with Alternative 3. The third alternative (“Alternative 4”) proposes that the Project Site be developed with an industrial building with an approximate floor area of 67,200 square feet. It is noted that the Additional Office Option is not considered in conjunction with Alternative 4.

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In July 2019, the Los Angeles City Council formally adopted VMT as the criteria for determining transportation impacts of development projects. In conjunction with the adoption of VMT, LADOT issued a revised *Transportation Assessment Guidelines* document dated July 2020 (the “2020 Guidelines”). VMT calculations have been prepared for the Project and Additional Office Option, which are described in the traffic study. Included within the VMT calculations are transportation demand management (TDM) measures, which have been incorporated into the VMT calculations prepared for each of the Alternatives.

Alternative 2 VMT Calculation

Alternative 2 includes a 25 percent reduction applied to the Project and Additional Office Option’s components. This Alternative considers the construction of 139 live-work apartment units, 3,000 square feet of associated live-work office space within 20 live-work apartment units, 11,254 square feet of restaurant floor area, and 6,281 square feet of retail floor area. The Additional Office Option considers the construction of 119 live-work apartment units, 2,700 square feet of associated live-work office space within 18 live-work apartment units, 16,870 square feet of general office floor area, 11,254 square feet of restaurant floor area, and 6,281 square feet of retail floor area. Both the Project and Additional Office Option would provide 215 parking spaces on-site.

A VMT calculation has been prepared for the Alternative 2 Project and Additional Office Option using Version 1.3 of the LADOT VMT Calculator. The results are contained within ***Appendix A***.

Household VMT

As shown in *Appendix A*, the Project’s Household VMT is calculated to be 5.1 miles per Capita. The threshold of significance applicable to the Project (located in an area under the jurisdiction of the City’s Central Area Planning Commission) is 6.0 miles per Capita. It is noted that the Project incorporates transportation demand management (TDM) strategies as project features. Thus, with the incorporation of TDM strategies as project features, the Project’s Household VMT of 5.1 miles per Capita is less than the maximum allowed per Capita VMT, and the Project’s Household VMT under Alternative 2 is considered to be less than significant.

The Additional Office Option’s Household VMT is calculated to be 5.0 miles per Capita, as shown in *Appendix A*. The threshold of significance applicable to the Additional Office Option is 6.0 miles per Capita. It is noted that the Additional Office Option incorporates TDM strategies as project features. Thus, with the

incorporation of TDM strategies as project features, the Additional Office Option's Household VMT of 5.0 miles per Capita is less than the maximum allowed per Capita VMT, and the Additional Office Option's Household VMT under Alternative 2 is considered to be less than significant.

Work VMT

As shown in *Appendix A*, the Project's Work VMT is calculated to be 7.5 miles per Employee. The threshold of significance applicable to the Project (based on its location in the Central Area APC) is 7.6 miles per Employee. It is noted that the Project incorporates TDM strategies as project features. Thus, with the incorporation of TDM strategies as project features, the Project's Work VMT of 7.5 miles per Employee is less than the maximum allowed per Employee VMT, and the Project's Work VMT under Alternative 2 is considered to be less than significant.

The Additional Office Option's Work VMT is calculated to be 7.6 miles per Employee, as shown in *Appendix A*. The threshold of significance applicable to the Additional Office Option is 7.6 miles per Employee. It is noted that the Additional Office Option incorporates TDM strategies as project features. Thus, with the incorporation of TDM strategies as project features, the Additional Office Option's Work VMT of 7.6 miles per Employee is equal to the maximum allowed per Employee VMT, and the Additional Office Option's Work VMT under Alternative 2 is considered to be less than significant.

Alternative 3 VMT Calculation

Alternative 3 includes the removal of the live-work apartment units and office space from the Project description. This Alternative considers the construction of 15,005 square feet of restaurant floor area and 8,375 square feet of retail floor area. A VMT calculation has been prepared for Alternative 3 using Version 1.3 of the LADOT VMT Calculator. The results are contained within *Appendix B*.

Household VMT

The threshold of significance applicable to the Project (based on its location in the Central Area APC) is 6.0 miles per Capita. As shown in *Appendix B*, the Project's retail components¹ total 23,380 square feet, which is less than the screening criteria threshold of 50,000 square feet. Therefore, as specified in Subsection 2.2.2 of the

¹ As noted in the 2020 Guidelines, the definition of retail for this purpose includes restaurant.

2020 Guidelines, the Project does not generate Household VMT and thus does not have a significant VMT impact under Alternative 3.

Work VMT

The threshold of significance applicable to the Project is 7.6 miles per Employee. As shown in *Appendix B*, the Project's retail components total less than the screening criteria threshold of 50,000 square feet. Therefore, as specified in the 2020 Guidelines, the Project does not generate Work VMT and thus does not have a significant VMT impact under Alternative 3.

Alternative 4 VMT Calculation

Alternative 4 considers the construction of 67,200 square feet of industrial floor area. A VMT calculation has been prepared for the Alternative using Version 1.3 of the LADOT VMT Calculator. The results are contained within *Appendix C*.

Household VMT

The threshold of significance applicable to the Project (based on its location in the Central Area APC) is 6.0 miles per Capita. As shown in *Appendix C*, the Project generates a net increase of 233 daily vehicle trips, which is less than the screening criteria threshold of 250 daily vehicle trips. Therefore, as specified in Subsection 2.2.2 of the 2020 Guidelines, the Project does not generate Household VMT and thus does not have a significant VMT impact under Alternative 4.

Work VMT

The threshold of significance applicable to the Project is 7.6 miles per Employee. As shown in *Appendix C*, the Project generates a net increase of less than 250 daily vehicle trips. Therefore, as specified in the 2020 Guidelines, the Project does not generate Work VMT and thus does not have a significant VMT impact under Alternative 4.

Summary

This memorandum has been prepared to provide a VMT analysis for each of the Alternatives evaluated in the Draft EIR for the proposed Project at 676 Mateo Street in the Arts District Area of the City of Los Angeles. The 2020 Guidelines state that the Household VMT per Capita threshold for the Central Area Planning Commission (APC) must be 6.0 miles or less, and the Work VMT per Employee must be 7.6 miles or less. The findings of the VMT analysis are as follows:

- Alternative 2, with TDM strategies, is expected to generate 1,809 daily vehicle trips, a daily VMT of 12,651 miles, a Household VMT per Capita of 5.1 miles, and a Work VMT per Employee of 7.5 miles, as shown in *Appendix A*. Therefore, Alternative 2, with the implementation of TDM strategies, will not have a significant VMT impact.
- Alternative 2, the Additional Office Option, with TDM strategies, is expected to generate 1,849 daily vehicle trips, a daily VMT of 13,072 miles, a Household VMT per Capita of 5.0 miles, and a Work VMT per Employee of 7.6 miles, as shown in *Appendix A*. Based on the Household VMT per Capita threshold and Work VMT per Employee threshold for the Central APC, the Alternative 2 Additional Office Option, with the implementation of TDM strategies, will not have a significant VMT impact.
- Alternative 3, with TDM strategies, is expected to generate 1,885 daily vehicle trips and a daily VMT of 13,543 miles, as shown in *Appendix B*. Alternative 3 is not expected to generate Household VMT or Work VMT. Therefore, Alternative 3 will not have a significant VMT impact.
- Alternative 4, with TDM strategies, is expected to generate 387 daily vehicle trips and a daily VMT of 2,855 miles, as shown in *Appendix C*. Alternative 4 is not expected to generate Household VMT or Work VMT. Therefore, Alternative 4 will not have a significant VMT impact.

cc: File

APPENDIX A
VMT CALCULATOR OUTPUT
ALTERNATIVE 2

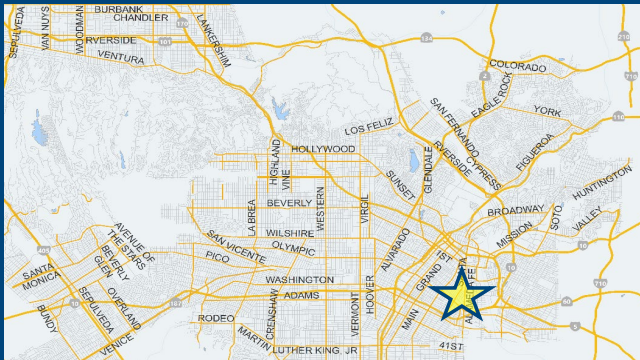
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project: 676 Mateo Street
Scenario: Proposed Project - 25% Reduction
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

[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	ksf
Housing Multi-Family	139	DU
Retail General Retail	6.281	ksf
Retail High-Turnover Sit-Down Restaurant	11.254	ksf
Office General Office	3	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	2,079 Daily Vehicle Trips
1,152 Daily VMT	14,550 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	1,923 Net Daily Trips
The net increase in daily VMT ≤ 0	13,398 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	17.535 ksf

The proposed project is required to perform VMT analysis.

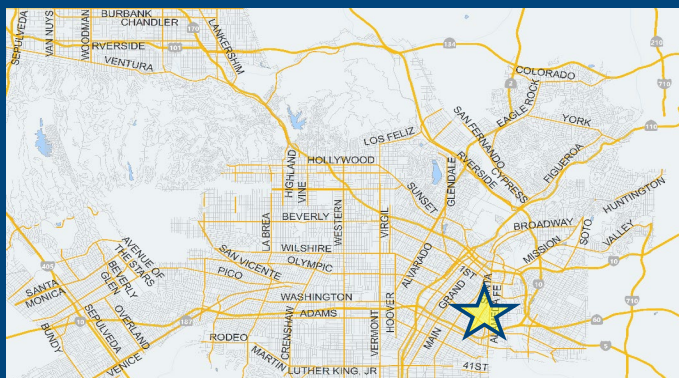


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Project Information

Project: 676 Mateo Street
Scenario: Proposed Project - 25% Reduction
Address: 676 S MATEO ST, 90021



Proposed Project Land Use Type

Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	139	DU
Retail General Retail	6,281	ksf
Retail High-Turnover Sit-Down Restaurant	11,254	ksf
Office General Office	3	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 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)

☐ Proposed Prj ☐ Mitigation percent of employees subject to priced parking

Residential Area Parking cost (dollar) of annual permit

☐ Permits ☐ 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
1,809 Daily Vehicle Trips	1,809 Daily Vehicle Trips
12,651 Daily VMT	12,651 Daily VMT
5.1 Household VMT per Capita	5.1 Household VMT per Capita
7.5 Work VMT per Employee	7.5 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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - 25% Reduction

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	139	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	6.281	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	11.254	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	3.000	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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - 25% Reduction

Project Address: 676 S MATEO ST, 90021



Version 1.3

Analysis Results			
Total Employees: 70			
Total Population: 313			
Proposed Project		With Mitigation	
1,809	Daily Vehicle Trips	1,809	Daily Vehicle Trips
12,651	Daily VMT	12,651	Daily VMT
5.1	Household VMT per Capita	5.1	Household VMT per Capita
7.5	Work VMT per Employee	7.5	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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - 25% Reduction

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)	356	356
		Actual parking provision (spaces)	215	215
	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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - 25% Reduction

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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - 25% Reduction

Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commuter 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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - 25% Reduction

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: August 24, 2020
 Project Name: 676 Mateo Street
 Project Scenario: Proposed Project - 25% Reduction
 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: August 24, 2020
 Project Name: 676 Mateo Street
 Project Scenario: Proposed Project - 25% Reduction
 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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - 25% Reduction

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	125	-31.2%	86	7.2	900	619
Home Based Other Production	345	-33.0%	231	5.2	1,794	1,201
Non-Home Based Other Production	541	-3.0%	525	8.0	4,328	4,200
Home-Based Work Attraction	101	-28.7%	72	8.3	838	598
Home-Based Other Attraction	1,036	-26.7%	759	6.6	6,838	5,009
Non-Home Based Other Attraction	419	-3.1%	406	7.2	3,017	2,923

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%	75	538	-13.0%	75	538
Home Based Other Production	-13.0%	201	1,044	-13.0%	201	1,044
Non-Home Based Other Production	-13.0%	457	3,652	-13.0%	457	3,652
Home-Based Work Attraction	-13.0%	63	520	-13.0%	63	520
Home-Based Other Attraction	-13.0%	660	4,355	-13.0%	660	4,355
Non-Home Based Other Attraction	-13.0%	353	2,542	-13.0%	353	2,542

MXD VMT Methodology Per Capita & Per Employee

Total Population: 313

Total Employees: 70

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	1,582	1,582
Total Home Based Work Attraction VMT	520	520
Total Home Based VMT Per Capita	5.1	5.1
Total Work Based VMT Per Employee	7.5	7.5

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the


VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	08/24/2020

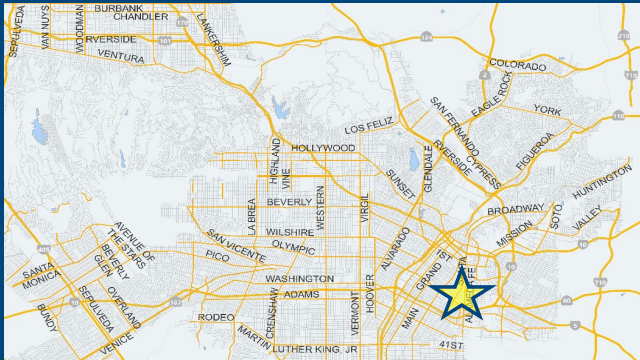
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project: 676 Mateo Street
Scenario: Proposed Project + Additional Office - 25% Reduction [WWW](#)
Address: 676 S MATEO ST, 90021 [Q](#)



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

[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	19.57	ksf
Housing Multi-Family	119	DU
Retail General Retail	6.281	ksf
Retail High-Turnover Sit-Down Restaurant	11.254	ksf
Office General Office	19.57	ksf

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

Project Screening Summary

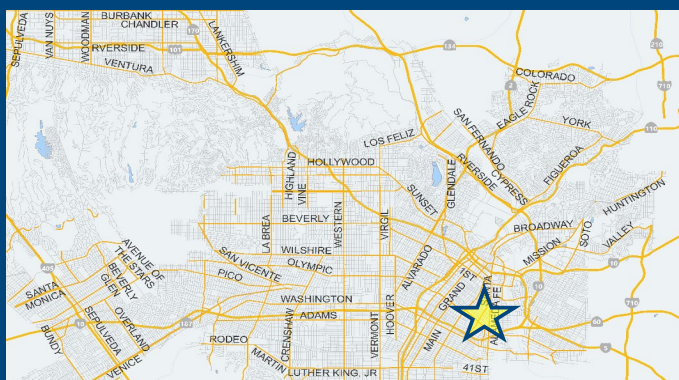
Existing Land Use	Proposed Project
156 Daily Vehicle Trips	2,127 Daily Vehicle Trips
1,152 Daily VMT	15,034 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	1,971 Net Daily Trips
The net increase in daily VMT ≤ 0	13,882 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	17,535 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 + Additional Office - 25% Reduction
Address: 676 S MATEO ST, 90021



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	119	DU
Retail General Retail	6.281	ksf
Retail High-Turnover Sit-Down Restaurant	11.254	ksf
Office General Office	19.57	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? Proposed Project: No With Mitigation: No
Max Work Based TDM Achieved? 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

cost (dollar) of annual permit

☐ Permits ☐ 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
1,849 Daily Vehicle Trips	1,849 Daily Vehicle Trips
13,072 Daily VMT	13,072 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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project + Additional Office - 25

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	119	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	6.281	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	11.254	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	19.570	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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project + Additional Office - 25

Project Address: 676 S MATEO ST, 90021



Version 1.3

Analysis Results			
Total Employees: 136			
Total Population: 268			
Proposed Project		With Mitigation	
1,849	Daily Vehicle Trips	1,849	Daily Vehicle Trips
13,072	Daily VMT	13,072	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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project + Additional Office - 2

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)	359	359
		Actual parking provision (spaces)	215	215
	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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project + Additional Office - 2

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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project + Additional Office - 2

Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commuter 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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project + Additional Office - 2

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: August 24, 2020
 Project Name: 676 Mateo Street
 Project Scenario: Proposed Project + Additional Office - 25% Reduction
 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: August 24, 2020
 Project Name: 676 Mateo Street
 Project Scenario: Proposed Project + Additional Office - 25% Reduction
 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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project + Additional Office - 2

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	107	-33.6%	71	7.2	770	511
Home Based Other Production	295	-33.6%	196	5.2	1,534	1,019
Non-Home Based Other Production	540	-3.1%	523	8.0	4,320	4,184
Home-Based Work Attraction	197	-27.4%	143	8.3	1,635	1,187
Home-Based Other Attraction	1,055	-26.7%	773	6.6	6,963	5,102
Non-Home Based Other Attraction	435	-3.2%	421	7.2	3,132	3,031

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%	62	444	-13.0%	62	444
Home Based Other Production	-13.0%	170	886	-13.0%	170	886
Non-Home Based Other Production	-13.0%	455	3,638	-13.0%	455	3,638
Home-Based Work Attraction	-13.0%	124	1,032	-13.0%	124	1,032
Home-Based Other Attraction	-13.0%	672	4,436	-13.0%	672	4,436
Non-Home Based Other Attraction	-13.0%	366	2,636	-13.0%	366	2,636

MXD VMT Methodology Per Capita & Per Employee

Total Population: 268

Total Employees: 136

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	1,330	1,330
Total Home Based Work Attraction VMT	1,032	1,032
Total Home Based VMT Per Capita	5.0	5.0
Total Work Based VMT Per Employee	7.6	7.6

VMT Calculator User Agreement

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VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

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Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	08/24/2020

APPENDIX B
VMT CALCULATOR OUTPUT
ALTERNATIVE 3

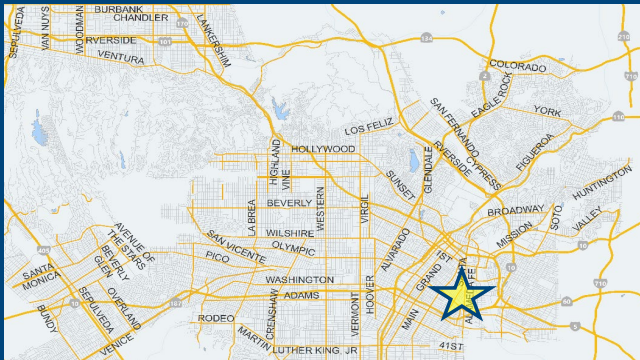
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project: 676 Mateo Street
Scenario: Proposed Project - No Impacts
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

[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
Retail High-Turnover Sit-Down Restaurant	15.005	ksf
Retail General Retail	8.375	ksf
Retail High-Turnover Sit-Down Restaurant	15.005	ksf

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

Project Screening Summary

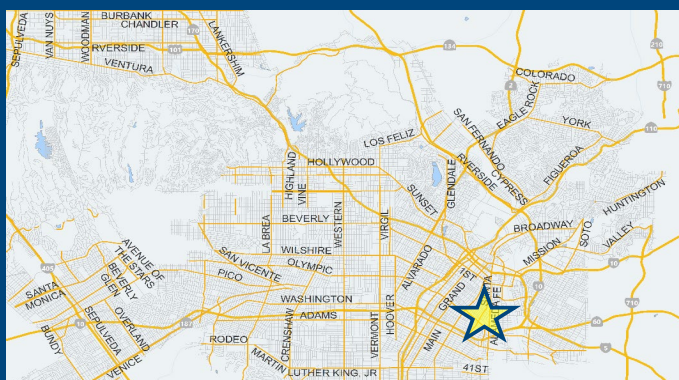
Existing Land Use	Proposed Project
156 Daily Vehicle Trips	1,896 Daily Vehicle Trips
1,152 Daily VMT	13,628 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	1,740 Net Daily Trips
The net increase in daily VMT ≤ 0	12,476 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	23.380 ksf
The proposed project is not required to perform VMT analysis.	

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project: 676 Mateo Street
Scenario: Proposed Project - No Impacts
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Proposed Project Land Use Type	Value	Unit
Retail General Retail	8.375	ksf
Retail High-Turnover Sit-Down Restaurant	15.005	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? Proposed Project No With Mitigation No
 Max Work Based TDM Achieved? Proposed Project No With Mitigation No

A **Parking**

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

474

city code parking provision for the project site

287

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

☐ Proposed Prj ☐ Mitigation

200

cost (dollar) of annual permit

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

Analysis Results

Proposed Project	With Mitigation
1,885 Daily Vehicle Trips	1,885 Daily Vehicle Trips
13,543 Daily VMT	13,543 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: N/A Threshold = 6.0 15% Below APC	Household: N/A Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - No Impacts

Project Address: 676 S MATEO ST, 90021



Version 1.3

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	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	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

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Version 1.3

Analysis Results			
Total Employees: 77			
Total Population: 0			
Proposed Project		With Mitigation	
1,885	Daily Vehicle Trips	1,885	Daily Vehicle Trips
13,543	Daily VMT	13,543	Daily VMT
N/A	Household VMT per Capita	N/A	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - No Impacts

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)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - No Impacts

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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - No Impacts

Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commuter 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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - No Impacts

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: August 24, 2020
 Project Name: 676 Mateo Street
 Project Scenario: Proposed Project - No Impacts
 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	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 24, 2020
 Project Name: 676 Mateo Street
 Project Scenario: Proposed Project - No Impacts
 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		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

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

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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - No Impacts

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	0	0.0%	0	7.2	0	0
Home Based Other Production	0	0.0%	0	5.2	0	0
Non-Home Based Other Production	502	-3.2%	486	8.0	4,016	3,888
Home-Based Work Attraction	111	-24.3%	84	8.3	921	697
Home-Based Other Attraction	1,151	-27.0%	840	6.6	7,597	5,544
Non-Home Based Other Attraction	502	-3.2%	486	7.2	3,614	3,499

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	-0.6%	0	0	-0.6%	0	0
Home Based Other Production	-0.6%	0	0	-0.6%	0	0
Non-Home Based Other Production	-0.6%	483	3,864	-0.6%	483	3,864
Home-Based Work Attraction	-0.6%	84	693	-0.6%	84	693
Home-Based Other Attraction	-0.6%	835	5,509	-0.6%	835	5,509
Non-Home Based Other Attraction	-0.6%	483	3,477	-0.6%	483	3,477

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 77

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	693	693
Total Home Based VMT Per Capita	N/A	N/A
Total Work Based VMT Per Employee	N/A	N/A

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

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VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

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Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	08/24/2020

APPENDIX C
VMT CALCULATOR OUTPUT
ALTERNATIVE 4

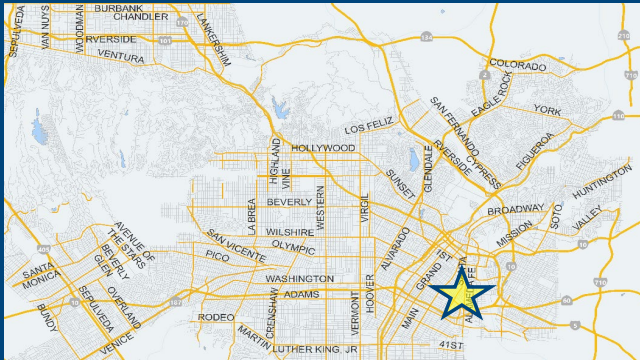
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project: 676 Mateo Street
Scenario: Proposed Project - Industrial Use
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

[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	67.2	ksf

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

Project Screening Summary

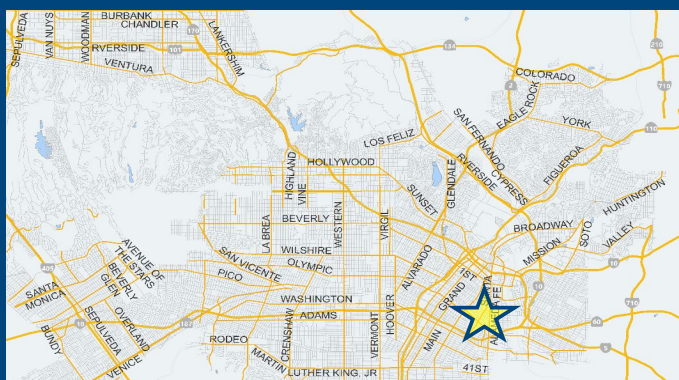
Existing Land Use	Proposed Project
156 Daily Vehicle Trips	389 Daily Vehicle Trips
1,152 Daily VMT	2,873 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	233 Net Daily Trips
The net increase in daily VMT ≤ 0	1,721 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: 676 Mateo Street
Scenario: Proposed Project - Industrial Use
Address: 676 S MATEO ST, 90021



Proposed Project Land Use Type	Value	Unit
Industrial Light Industrial	67.2	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? Proposed Project: No With Mitigation: No
 Max Work Based TDM Achieved? Proposed Project: No With Mitigation: No

A
Parking

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

☒ Unbundle Parking ☐ actual parking provision for the project site
☐ Proposed Prj ☐ Mitigation

☒ Parking Cash-Out ☐ monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation

☒ Price Workplace Parking ☐ percent of employees eligible
☐ Proposed Prj ☐ Mitigation

☒ Residential Area Parking ☐ daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation

☒ ☐ percent of employees subject to priced parking
☐ Proposed Prj ☐ Mitigation

☒ Residential Area Parking ☐ 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
387 Daily Vehicle Trips	387 Daily Vehicle Trips
2,855 Daily VMT	2,855 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: N/A Threshold = 6.0 15% Below APC	Household: N/A Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - Industrial Use

Project Address: 676 S MATEO ST, 90021



Version 1.3

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	67.200	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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - Industrial Use

Project Address: 676 S MATEO ST, 90021



Version 1.3

Analysis Results			
Total Employees: 67			
Total Population: 0			
Proposed Project		With Mitigation	
387	Daily Vehicle Trips	387	Daily Vehicle Trips
2,855	Daily VMT	2,855	Daily VMT
N/A	Household VMT per Capita	N/A	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - Industrial Use

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)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - Industrial Use

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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - Industrial Use

Project Address: 676 S MATEO ST, 90021



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commuter 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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - Industrial Use

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: August 24, 2020
 Project Name: 676 Mateo Street
 Project Scenario: Proposed Project - Industrial Use
 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	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 24, 2020
 Project Name: 676 Mateo Street
 Project Scenario: Proposed Project - Industrial Use
 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		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

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

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: August 24, 2020

Project Name: 676 Mateo Street

Project Scenario: Proposed Project - Industrial Use

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	0	0.0%	0	7.2	0	0
Home Based Other Production	0	0.0%	0	5.2	0	0
Non-Home Based Other Production	93	-3.2%	90	8.0	744	720
Home-Based Work Attraction	97	-23.7%	74	8.3	805	614
Home-Based Other Attraction	185	-27.0%	135	6.6	1,221	891
Non-Home Based Other Attraction	93	-3.2%	90	7.2	670	648

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	-0.6%	0	0	-0.6%	0	0
Home Based Other Production	-0.6%	0	0	-0.6%	0	0
Non-Home Based Other Production	-0.6%	90	716	-0.6%	90	716
Home-Based Work Attraction	-0.6%	74	610	-0.6%	74	610
Home-Based Other Attraction	-0.6%	134	885	-0.6%	134	885
Non-Home Based Other Attraction	-0.6%	89	644	-0.6%	89	644

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 67

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	610	610
Total Home Based VMT Per Capita	N/A	N/A
Total Work Based VMT Per Employee	N/A	N/A

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City’s consultant calibrated the VMT Calculator’s parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator’s accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED “as is” WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the


VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	08/24/2020