

Appendix F-1

Transportation Memo

MEMORANDUM

LINSCOTT
LAW &
GREENSPAN

engineers

To: Vicente Cordero
Los Angeles Department of Transportation

Date: December 15, 2021

From: David S. Shender, P.E.
Jason A. Shender, AICP
Linscott, Law & Greenspan, Engineers

LLG Ref: 5-21-0563-1

Subject: **Winnetka Industrial Project – Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment**
9201 Winnetka Avenue

Engineers & Planners

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Transportation
Parking

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a trip generation and Vehicle Miles Traveled (VMT) screening assessment for the Winnetka Industrial Project (the “Project”) located at 9201 Winnetka Avenue in the Chatsworth area of the City of Los Angeles (the “Project Site”). The trip generation and VMT screening assessment includes a comparison of potential traffic generation between the Project and the prior use on the Project Site.

This trip generation and VMT screening assessment evaluates three development options for the Project: a light industrial option, which includes potential studio/production uses¹ (“Option A”), a manufacturing option (“Option B”); and a warehouse option (“Option C”). Briefly, it is concluded that Option A is expected to generate 152 net new vehicle trips (151 inbound trips and 1 outbound trip) during the weekday AM peak hour when compared to the existing and prior uses on the Project Site. During the weekday PM peak hour, Option A is expected to generate -160 net new vehicle trips (-104 inbound and -56 outbound) when compared to the existing and prior uses on the Project Site. Option B is expected to generate 133 net new vehicle trips (117 inbound trips and 16 outbound trips) during the weekday AM peak hour when compared to the existing and prior uses on the Project Site. During the weekday PM peak hour, Option B is expected to generate -150 net new vehicle trips (-81 inbound and -69 outbound) when compared to the existing and prior uses on the Project Site. Option C is expected to generate 23 net new vehicle trips (33 inbound and -10 outbound) during the weekday AM peak hour when compared to the existing and prior uses on the Project Site. During the weekday PM peak hour, Option C is expected to generate -267 net new vehicle trips (-120 inbound and -147 outbound) when compared to the existing and prior uses on the Project Site.

Using the most recent version (Version 1.3) of the City of Los Angeles (the “City”) VMT Calculator, over a 24-hour period, Option A is forecast to result in a net reduction of 873 daily vehicle trip ends during a typical weekday when compared with the existing and prior uses on the Project Site. Option B is forecast to result in a net reduction of 1,570 daily vehicle trip ends during a typical weekday when compared with the existing and prior uses on the Project Site. Option C is forecast to result in a net reduction of 1,862 daily vehicle trip ends during a typical weekday when compared to the existing and prior uses on the Project Site. Per the *Los*

¹ Includes film, television, and/or sound studio/production uses.

*Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*², July 2020 (TAG), as all three development options (i.e., Option A, Option B, and Option C) are expected to generate less than 250 net new daily vehicle trips, it is concluded that no further analysis is required for either development scenario for purposes of satisfying the requirements of the California Environmental Quality Act (CEQA).

This trip generation and VMT screening assessment provides: 1) a description of the existing setting; 2) a description of the proposed Project; 3) a summary of the prior use and proposed Project trip generation forecasts; 4) a comparison of the subject trip generation forecasts; and 5) a VMT screening assessment for the proposed Project.

Existing Setting

The Project Site is located at 9201 Winnetka Avenue in the Chatsworth – Porter Ranch Community Plan Area of the City. The Project Site is located on the westerly portion of an existing mixed-use commercial center (the “Center”). The Project Site is generally bounded by Prairie Street to the north, vacant land and a surface parking lot to the south, Oso Avenue to the west, and the easterly portion of the Center, which contains commercial, and restaurant uses, as well as associated surface parking, to the east. The Project Site and general vicinity are shown in **Figure 1**. An aerial photograph of the Project Site is displayed in **Figure 2**. It is noted that the restaurant pads along Winnetka Avenue are not a part of the Project Site, although vehicle access to the Project Site will be permitted by agreement via the existing Winnetka Avenue driveway serving the site of the restaurant pads.

The Project Site comprises approximately 14.61 acres and is currently improved with a movie theater with 3,666 seats, 3,415 square feet of health/fitness club floor area, 3,464 square feet of restaurant floor area, and associated surface parking. The Project Site was formerly occupied by the Pacific Winnetka 12 & XD movie theater, which closed in March 2020. The health/fitness club and restaurant use on the existing Project Site are occupied and operational.

Per Section 3.3 of the TAG, an existing use trip generation credit may be applied to a project to account for the vehicle trips generated by the existing use(s) if the existing use has been occupied for at least six consecutive months within the past two years. As the movie theater was fully operational prior to closing in March 2020, a trip generation credit for the movie theater is appropriate for purposes of forecasting the net new Project trip generation.

² *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*, LADOT, July 2020.

The Project Site is located within a High-Quality Transit Area (TPA) as determined by the Southern California Association of Governments (SCAG) and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Winnetka Avenue, Plummer Avenue, Nordhoff Street, and other nearby streets. Transit service in the Project vicinity is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Antelope Valley Transit Authority (AVTA). A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in **Table 1**.

Project Description

The Applicant proposes to remove the existing improvements on the Project Site and construct an industrial development under one of three development options. The three development options (i.e., Options A, B, and C) propose three industrial buildings totaling 273,500 square feet of floor area. Building 1 would provide 58,135 square feet of floor area and 12 loading dock doors. Building 2 would provide 58,125 square feet of floor area and 12 loading dock doors. Building 3 would provide 157,230 square feet of floor area and 32 loading dock doors.

Option A would include a total of 243,500 square feet of light industrial floor area (including potential studio/production uses) and 30,000 square feet of ancillary office floor area. Option B would include a total of 243,500 square feet of manufacturing floor area and 30,000 square feet of ancillary office floor area. Option C would include a total of 243,500 square feet of warehouse floor area and 30,000 square feet of ancillary office floor area. Options A and B would provide 548 vehicular parking spaces within on-site surface parking areas. Option C would provide 162 vehicular parking spaces within on-site surface parking areas. Construction and occupancy of the Project is proposed to be completed by the year 2023. The site plan for the Project is shown **Figure 3**.

It is noted that the Project may ultimately consist of a mix of light industrial, manufacturing, and warehouse uses. The analysis of a development containing a mix of uses would be covered through the analysis of Option A, as a light industrial use (including potential studio/production uses) generates more trips per square foot compared to a manufacturing or warehouse use.

Vehicular access to the Project will be provided via two driveways along the east side of Oso Avenue, two driveways along the south side of Prairie Street, and two driveways along the west side of Winnetka Avenue. The Project Site driveways on Oso Avenue and Prairie Street are proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements will be permitted). The existing southerly Winnetka Avenue driveway (signed as Larian Way) also

accommodates full vehicular access and is controlled by a traffic signal. The northerly Winnetka Avenue driveway serving the site of the adjacent restaurant pads currently accommodates left-turn and right-turn vehicular ingress, but right-turn vehicular egress only (i.e., left-turn egress traffic movements are not permitted). In addition to standard vehicular access, the Oso Avenue, Prairie Street, and southerly Winnetka Avenue driveways will provide access for trucks entering and exiting the Project.

Project Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.³ The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Light Industrial: ITE Land Use Code 110 (General Light Industrial) trip generation average rates were used to forecast the traffic volumes expected to be generated by the light industrial component of Option A (which includes any potential studio/production uses).
- Manufacturing: ITE Land Use Code 140 (Manufacturing) trip generation average rates were used to forecast the traffic volumes expected to be generated by the manufacturing component of Option B.
- Warehouse: ITE Land Use Code 150 (Warehousing) trip generation average rates were used to forecast the traffic volumes expected to be generated by the warehouse component of Option C.
- Office: ITE Land Use Code 710 (General Office Building) trip generation average rates were used to forecast the traffic volumes expected to be generated by the ancillary office component of Options A, B, and C.

In addition to the trip generation forecasts for the proposed Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project site access points), an adjustment was made to the trip generation forecast based on the Project Site's existing and prior land uses. The existing and prior land uses include a movie theater with 3,666 seats, 3,415 square feet of

³ Institute of Transportation Engineers, *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

health/fitness club floor area, 3,464 square feet of restaurant floor area, and associated surface parking. The prior Pacific Winnetka 12 & XD movie theater closed in March 2020. In addition, the health/fitness club and restaurant use on the Project Site are currently occupied and operational. Trips associated with the existing and prior land uses will be subtracted from the projected Project trips to account for the existing environmental condition. ITE Land Use Code 445 (Multiplex Movie Theater), City of Los Angeles Health Club Rates, and ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates were used to estimate the trip reduction related to the existing and prior uses.

The weekday AM and PM peak hour trip generation forecast for Option A is summarized in **Table 2**. As presented in *Table 2*, Option A is expected to generate 152 net new vehicle trips (151 inbound trips and 1 outbound trip) during the weekday AM peak hour. During the weekday PM peak hour, Option A is expected to generate -160 net new vehicle trips (-104 inbound trips and -56 outbound trips).

The weekday AM and PM peak hour trip generation forecast for Option B is summarized in **Table 3**. As presented in *Table 3*, Option B is expected to generate 133 net new vehicle trips (117 inbound trips and 16 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Option B is expected to generate -150 net new vehicle trips (-81 inbound trips and -69 outbound trips).

The weekday AM and PM peak hour trip generation forecast for Option C is summarized in **Table 4**. As presented in *Table 4*, Option C is expected to generate 23 net new vehicle trips (33 inbound trips and -10 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Option C is expected to generate -267 net new vehicle trips (-120 inbound trips and -147 outbound trips).

Project Vehicle Miles Traveled (VMT) Analysis Screening

The Los Angeles Department of City Planning (LADCP) and LADOT updated the Transportation Section of the City's CEQA Thresholds Guide to comply with and implement Senate Bill 743 (SB 743). On September 27, 2013, Governor Brown signed SB 743. Under SB 743, the focus of transportation analysis pursuant to CEQA shifts from driver delay, or Level of Service (LOS), to reduction in VMT, reduction in greenhouse gas (GHG) emissions, creation of multimodal networks, and promotion of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB 743 with a target implementation date of July 1, 2020. City staff presented the CEQA Appendix G environmental checklist update to the City Council, which led to the adoption of new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide. In the course of this update, LADOT has developed a VMT Calculator tool to "screen" projects to determine if a VMT analysis

is required, and if so, then to estimate project specific daily household VMT per capita and daily work VMT per employee for land use development projects. This tool is intended to be used for the development projects within the City, and the VMT methodology is tailored to the TAG.

A copy of the completed VMT screening analysis worksheets for Options A, B, and C are contained in *Appendix A*, *Appendix B*, and *Appendix C*, respectively. Over a 24-hour period, Option A is forecast to result in a net reduction of 873 daily vehicle trip ends during a typical weekday when compared with the existing and prior uses on the Project Site. Option B is forecast to result in a net reduction of 1,570 daily vehicle trip ends during a typical weekday when compared with the existing and prior uses on the Project Site. Option C is forecast to result in a net reduction of 1,862 daily vehicle trip ends during a typical weekday when compared to the existing and prior uses on the Project Site. Based on the results using the City's VMT Calculator, a formal VMT assessment is not required to be performed for Option A, Option B, or Option C because the forecast of net new daily vehicle trips for any of development scenario does not exceed the daily trip threshold of 250 net new daily vehicle trips established as the screening criteria in the TAG. Accordingly, it can be presumed the Project's transportation impacts related to VMT are less than significant.

Summary

This memorandum provides a trip generation and VMT screening assessment for the Winnetka Industrial Project located at 9201 Winnetka Avenue in the Chatsworth area of the City of Los Angeles. The conclusions of the trip generation and VMT screening assessment are as follows:

- The Applicant proposes to remove the existing improvements on the Project Site and construct an industrial development under one of three development options. Option A would consist of 243,500 square feet of light industrial floor area (including potential studio/production uses) and 30,000 square feet of ancillary office floor area. Option B would consist of 243,500 square feet of manufacturing floor area and 30,000 square feet of ancillary office floor area. Option C would consist of 243,500 square feet of warehouse floor area and 30,000 square feet of ancillary office floor area.
- Option A is forecast to generate 152 net new AM peak hour trips, and -160 net new PM peak hour trips during a typical weekday. Option B is forecast to generate 133 net new AM peak hour trips, and -150 net new PM peak hour trips during a typical weekday. Option C is forecast to generate 23 net new AM peak hour trips and -267 net new PM peak hour trips during a typical weekday.

- Option A is forecast to result in a net reduction of 873 daily vehicle trip ends during a typical weekday when compared with the existing and prior uses on the Project Site. Option B is forecast to result in a net reduction of 1,570 daily vehicle trip ends during a typical weekday when compared with the existing and prior uses on the Project Site. Option C is forecast to result in a net reduction of 1,862 daily vehicle trip ends during a typical weekday when compared to the existing and prior uses on the Project Site.
- Based on the above net new daily vehicle trip generation forecast, it is concluded that no further analysis is required as Options A, B, and C are all expected to generate less than 250 net new daily vehicle trips.
- Because the daily vehicle trip generation forecast for Options A, B, and C falls below LADOT's threshold for conducting a VMT analysis, it can be concluded that the Project's transportation impacts related to VMT are less than significant.

cc: File



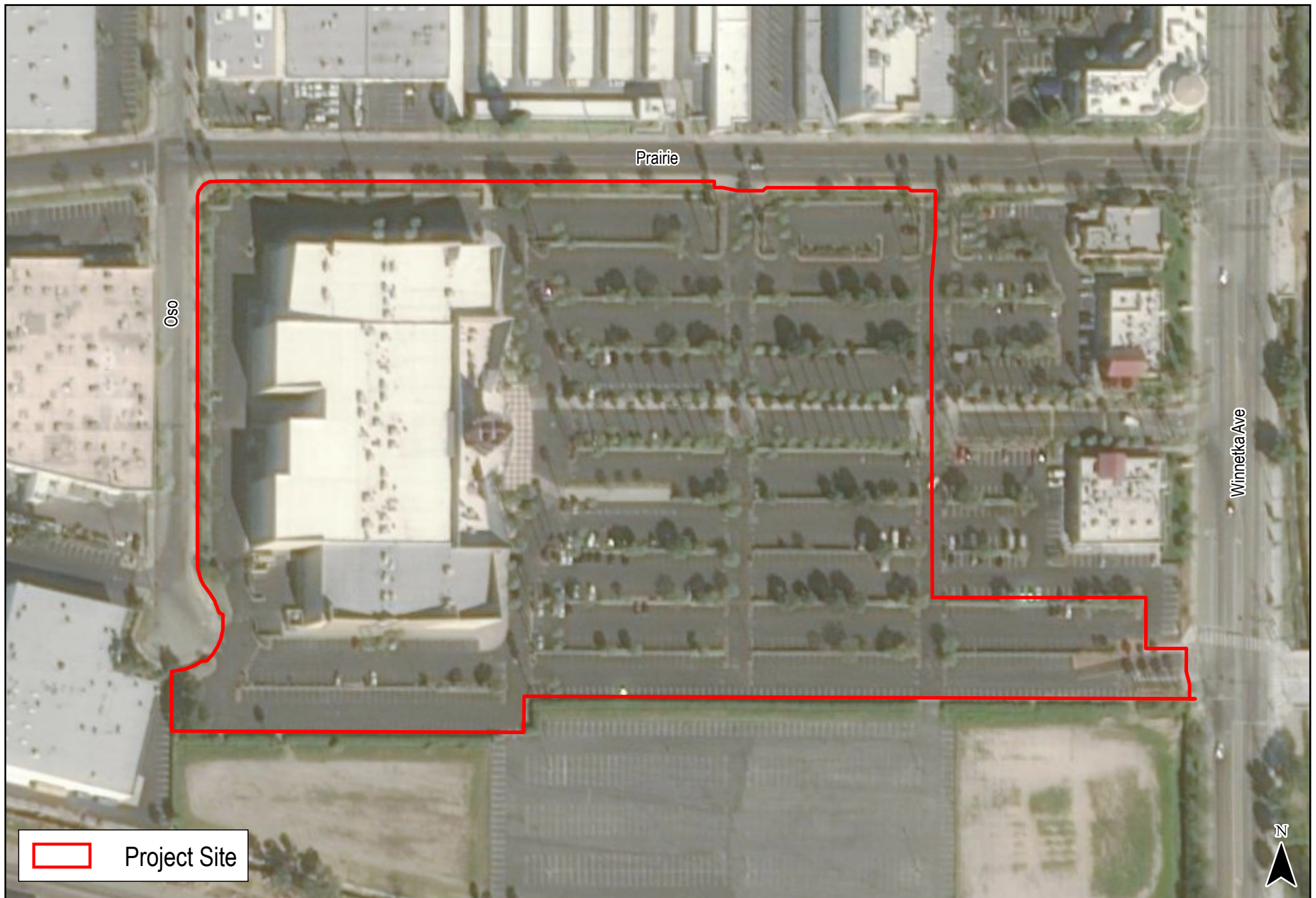


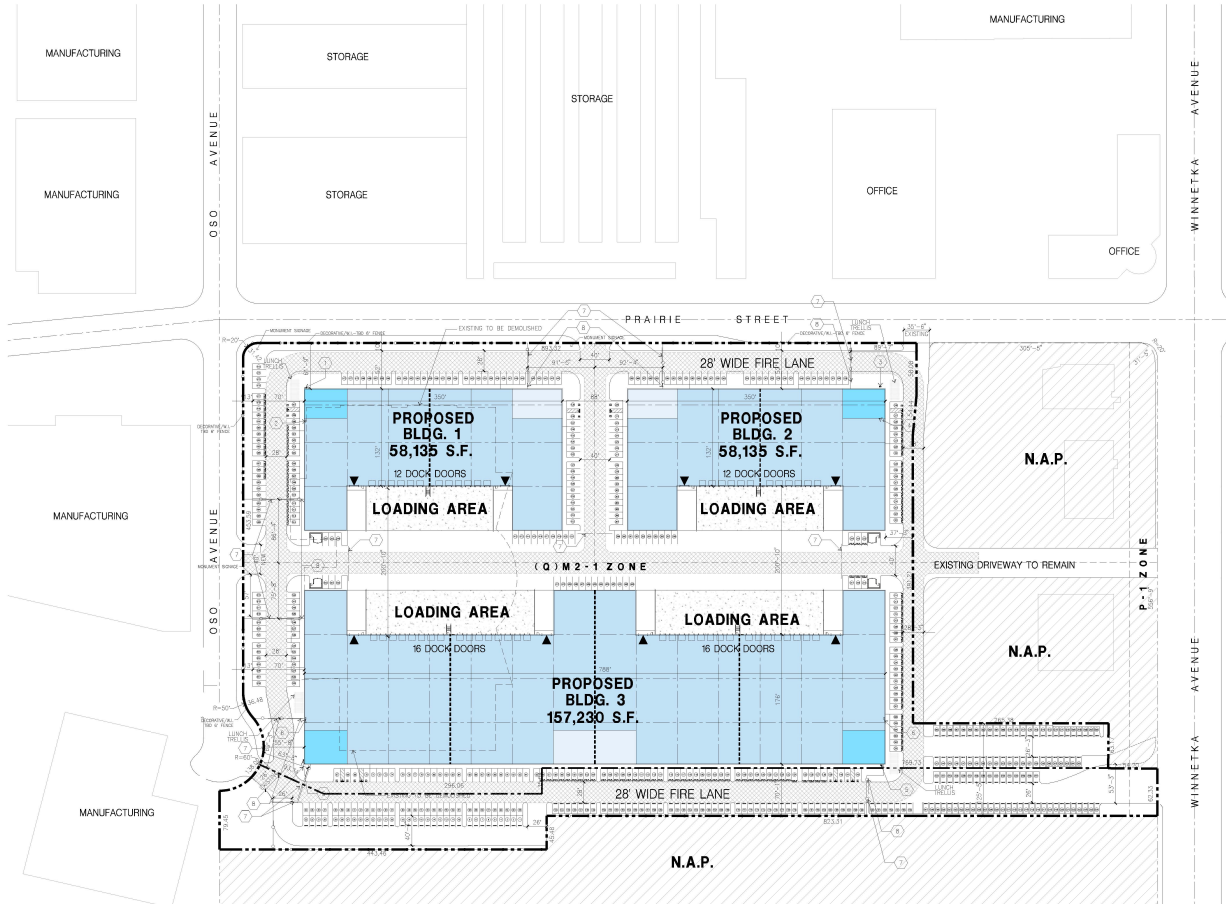
Table 1
EXISTING PUBLIC TRANSIT ROUTES [1]

28-Sep-21

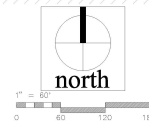
ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 166	Chatsworth to Sun Valley (via Nordhoff Street and Osborne Street)	Nordhoff Street	EB WB	5 4	4 4
Metro 167	Chatsworth to Studio City (via Plummer Street and Coldwater Canyon Avenue)	Plummer Street	EB WB	1 1	1 1
Metro 243	Chatsworth to Woodland Hills (via Winnetka Avenue)	Winnetka Avenue, Plummer Street	NB SB	2 2	2 2
AVTA 787	Lancaster to West Los Angeles (via Plummer Street, De Soto Avenue, and Ventura Boulevard)	Plummer Street	NB SB	0 2	2 0
			Total	17	16

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2021.
Antelope Valley Transit Authority (AVTA) website, 2021.

CAUTION: IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT



Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.



(1) (6) SHORT TERM BIKE RACKS - PER LAMC 12.21A.16 1/10,000 SF
BUILDING #1 - 56,260 SF/10,000 = 6 REQUIRED - 6 PROVIDED
(2) (7) LONG TERM BIKE RACKS - PER LAMC 12.21A.16 1/5,000 SF
BUILDING #1 - OFFICE: 7,500 SF/5,000 = 2 REQUIRED
WAREHOUSE: 48,760 SF/10,000 = 5 REQUIRED
TOTAL: 7 REQUIRED 7 PROVIDED

(3) (6) SHORT TERM BIKE RACKS - PER LAMC 12.21A.16 1/10,000 SF
BUILDING #2 - 56,260 SF/10,000 = 6 REQUIRED - 6 PROVIDED
(4) (7) LONG TERM BIKE RACKS - PER LAMC 12.21A.16 1/5,000 SF
BUILDING #2 - OFFICE: 7,500 SF/5,000 = 2 REQUIRED
WAREHOUSE: 48,760 SF/10,000 = 5 REQUIRED
TOTAL: 7 REQUIRED 7 PROVIDED

(5) (6) SHORT TERM BIKE RACKS - PER LAMC 12.21A.16 1/10,000 SF
BUILDING #3 - 156,580 SF/10,000 = 16 REQUIRED - 16 PROVIDED
(8) (9) LONG TERM BIKE RACKS - PER LAMC 12.21A.16 1/5,000 SF
BUILDING #3 - OFFICE: 15,000 SF/5,000 = 3 REQUIRED
WAREHOUSE: 140,004 SF/10,000 = 14 REQUIRED
TOTAL: 17 REQUIRED 17 PROVIDED

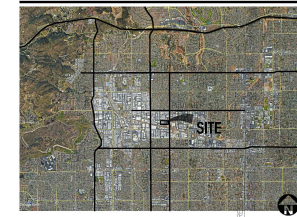
(7) VEHICULAR GATE
(8) PEDESTRIAN GATE



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Prairie St. and Oso Ave.
9201 Winnetka Ave, Chatsworth, CA

Aerial Map



Legend

- POTENTIAL OFFICE W/ 2ND FLOOR
- POTENTIAL OFFICE
- MANUFACTURING
- DRIVE THRU DOOR

Tabulation

	BLDG. 1	BLDG. 2	BLDG. 3	TOTAL
SITE AREA				
Acres	163.125	123.389	349.684	636.198
Sq. ft.	3,74	2.83	8.03	14.61
BUILDING AREA				
Office - 1st floor	5,000	5,000	10,000	20,000
Office - 2nd floor	2,500	2,500	5,000	10,000
Manufacturing	50,635	50,635	142,230	243,500
TOTAL	58,135	58,135	157,230	273,500
LOT COVERAGE	9.1%	9.1%	24.7%	43.0%
AUTO PARKING REQUIRED				
Office - 1500 s.f.	15	15	30	60
Manufacturing - 1500 s.f.	101	101	294	497
TOTAL	116	116	314	547
AUTO PARKING PROVIDED				
Standard (8.5' x 18')	73	44	104	221
Compact (8.5' x 10')	0	0	182	182
Accessible Parking (9' x 18')	4	3	7	14
Accessible Van Parking (12' x 19')	1	1	1	3
EV Parking	13	10	32	55
Clean Air / Van Pool	15	12	38	65
TOTAL	106	80	362	548
LONG TERM BICYCLE PARKING REQUIRED				
Office - 1500 s.f.	2	2	3	6
Warehouse/Manufacturing - 1/10000 s.f.	5	5	14	24
TOTAL	7	7	17	30
LONG TERM BICYCLE PARKING PROVIDED				
Office - 1/10000 s.f.	7	7	17	31
Warehouse/Manufacturing - 1/10000 s.f.	5	5	14	24
TOTAL	6	6	16	28
SHORT TERM BICYCLE PARKING PROVIDED				
Office - 1/10000 s.f.	1	1	2	3
Warehouse/Manufacturing - 1/10000 s.f.	5	5	14	24
TOTAL	6	6	16	28

ZONING ORDINANCE FOR CITY
Zoning Designation - Q/M-1 and R-1
POTENTIAL USES
Manufacturing
Light Industrial / Studio Production
Warehousing
Other uses as permitted in MFG-1 Zone
MAXIMUM BUILDING HEIGHT ALLOWED
Height - No building height limit
PROPOSED BUILDING HEIGHT
Height - 50'-0"
LANDSCAPE REQUIREMENT
Percentage - Per LADSP Section 12.21A.8(g)(2)
Minimum 2% of the parking area to be improved per building code
= 7,297 s.f.
LANDSCAPE PROPOSED
87,700 s.f.
MAXIMUM FLOOR AREA RATIO PERMITTED
1.5:1.0
FLOOR AREA RATIO PROPOSED
1.428:1.0
LEGAL DESCRIPTION
PARCEL A OF PARCEL MAP L.A. NO. 2003-1085, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 322 PAGES 42 THROUGH 44 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



December 09, 2021 / Job #21413
Scheme 8



Table 2
PROJECT TRIP GENERATION [1]
OPTION A

30-Nov-21

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i>							
Light Industrial [3]	243,500 GSF	150	20	170	28	125	153
Office [4]	30,000 GSF	<u>30</u>	<u>5</u>	<u>35</u>	<u>6</u>	<u>29</u>	<u>35</u>
Subtotal		180	25	205	34	154	188
Subtotal Project Driveway Trips		180	25	205	34	154	188
<i>Existing Site</i>							
Movie Theater [5]	(3,666) Seats	--	--	--	(105)	(188)	(293)
Health/Fitness Club [6]	(3,415) GSF	(10)	(9)	(19)	(12)	(9)	(21)
Restaurant [7]	(3,464) GSF	<u>(19)</u>	<u>(15)</u>	<u>(34)</u>	<u>(21)</u>	<u>(13)</u>	<u>(34)</u>
Subtotal		(29)	(24)	(53)	(138)	(210)	(348)
Subtotal Existing Driveway Trips		(29)	(24)	(53)	(138)	(210)	(348)
NET INCREASE DRIVEWAY TRIPS		151	1	152	(104)	(56)	(160)

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

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

[3] ITE Land Use Code 110 (General Light Industrial) trip generation average rates.

- AM Peak Hour Trip Rate: 0.70 trips/1,000 SF of floor area; 88% inbound/12% outbound

- PM Peak Hour Trip Rate: 0.63 trips/1,000 SF of floor area; 13% inbound/87% outbound

[4] ITE Land Use Code 710 (General Office Building) trip generation average rates.

- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound

- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[5] ITE Land Use Code 445 (Multiplex Movie Theater) trip generation average rates.

- AM Peak Hour Trip Rate: Movie theater assumed to generate negligible trips during AM peak hour.

- PM Peak Hour Trip Rate: 0.08 trips/seat; 36% inbound/64% outbound

[6] For Health/Fitness Club, trip generation rates based on City of Los Angeles Health Club Rates, LADOT, 2014.

- AM Peak Hour Trip Rate: 5.68 trips/1,000 SF of floor area; 51% inbound/49% outbound

- PM Peak Hour Trip Rate: 6.01 trips/1,000 SF of floor area; 57% inbound/43% outbound

Table 3
PROJECT TRIP GENERATION [1]
OPTION B

30-Nov-21

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i>							
Manufacturing [3]	243,500 GSF	116	35	151	51	112	163
Office [4]	30,000 GSF	<u>30</u>	<u>5</u>	<u>35</u>	<u>6</u>	<u>29</u>	<u>35</u>
Subtotal		146	40	186	57	141	198
Subtotal Project Driveway Trips		146	40	186	57	141	198
<i>Existing Site</i>							
Movie Theater [5]	(3,666) Seats	--	--	--	(105)	(188)	(293)
Health/Fitness Club [6]	(3,415) GSF	(10)	(9)	(19)	(12)	(9)	(21)
Restaurant [7]	(3,464) GSF	<u>(19)</u>	<u>(15)</u>	<u>(34)</u>	<u>(21)</u>	<u>(13)</u>	<u>(34)</u>
Subtotal		(29)	(24)	(53)	(138)	(210)	(348)
Subtotal Existing Driveway Trips		(29)	(24)	(53)	(138)	(210)	(348)
NET INCREASE DRIVEWAY TRIPS		117	16	133	(81)	(69)	(150)

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

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

[3] ITE Land Use Code 140 (Manufacturing) trip generation average rates.

- AM Peak Hour Trip Rate: 0.62 trips/1,000 SF of floor area; 77% inbound/33% outbound

- PM Peak Hour Trip Rate: 0.67 trips/1,000 SF of floor area; 31% inbound/69% outbound

[4] ITE Land Use Code 710 (General Office Building) trip generation average rates.

- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound

- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[5] ITE Land Use Code 445 (Multiplex Movie Theater) trip generation average rates.

- AM Peak Hour Trip Rate: Movie theater assumed to generate negligible trips during AM peak hour.

- PM Peak Hour Trip Rate: 0.08 trips/seat; 36% inbound/64% outbound

[6] For Health/Fitness Club, trip generation rates based on City of Los Angeles Health Club Rates, LADOT, 2014.

- AM Peak Hour Trip Rate: 5.68 trips/1,000 SF of floor area; 51% inbound/49% outbound

- PM Peak Hour Trip Rate: 6.01 trips/1,000 SF of floor area; 57% inbound/43% outbound

Table 4
PROJECT TRIP GENERATION [1]
OPTION C

30-Nov-21

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i>							
Warehouse [3]	243,500 GSF	32	9	41	12	34	46
Office [4]	30,000 GSF	<u>30</u>	<u>5</u>	<u>35</u>	<u>6</u>	<u>29</u>	<u>35</u>
Subtotal		62	14	76	18	63	81
Subtotal Project Driveway Trips		62	14	76	18	63	81
<i>Existing Site</i>							
Movie Theater [5]	(3,666) Seats	--	--	--	(105)	(188)	(293)
Health/Fitness Club [6]	(3,415) GSF	(10)	(9)	(19)	(12)	(9)	(21)
Restaurant [7]	(3,464) GSF	<u>(19)</u>	<u>(15)</u>	<u>(34)</u>	<u>(21)</u>	<u>(13)</u>	<u>(34)</u>
Subtotal		(29)	(24)	(53)	(138)	(210)	(348)
Subtotal Existing Driveway Trips		(29)	(24)	(53)	(138)	(210)	(348)
NET INCREASE DRIVEWAY TRIPS		33	(10)	23	(120)	(147)	(267)

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

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

[3] ITE Land Use Code 150 (Warehousing) trip generation average rates.

- AM Peak Hour Trip Rate: 0.17 trips/1,000 SF of floor area; 77% inbound/33% outbound

- PM Peak Hour Trip Rate: 0.19 trips/1,000 SF of floor area; 27% inbound/73% outbound

[4] ITE Land Use Code 710 (General Office Building) trip generation average rates.

- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound

- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[5] ITE Land Use Code 445 (Multiplex Movie Theater) trip generation average rates.

- AM Peak Hour Trip Rate: Movie theater assumed to generate negligible trips during AM peak hour.

- PM Peak Hour Trip Rate: 0.08 trips/seat; 36% inbound/64% outbound

[6] For Health/Fitness Club, trip generation rates based on City of Los Angeles Health Club Rates, LADOT, 2014.

- AM Peak Hour Trip Rate: 5.68 trips/1,000 SF of floor area; 51% inbound/49% outbound

- PM Peak Hour Trip Rate: 6.01 trips/1,000 SF of floor area; 57% inbound/43% outbound

APPENDIX A

LADOT VMT CALCULATOR OUTPUT – OPTION A

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



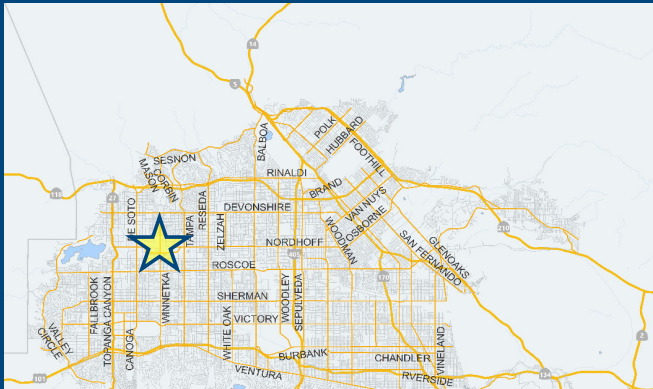
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [www](#)

Address: [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	
Retail High-Turnover Sit-Down Restaurant	3.464	ksf	+
Retail Health Club	3.415	ksf	
Retail High-Turnover Sit-Down Restaurant	3.464	ksf	
Retail Movie Theater	3666	Seats	

[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	243.5	ksf	+
Office General Office	30	ksf	
Industrial Light Industrial	243.5	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
2,725 Daily Vehicle Trips	1,852 Daily Vehicle Trips
23,241 Daily VMT	18,306 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 **-873**
Net Daily Trips

The net increase in daily VMT ≤ 0 **-4,935**
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. **0.000**
ksf

The proposed project is not required to perform VMT analysis.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

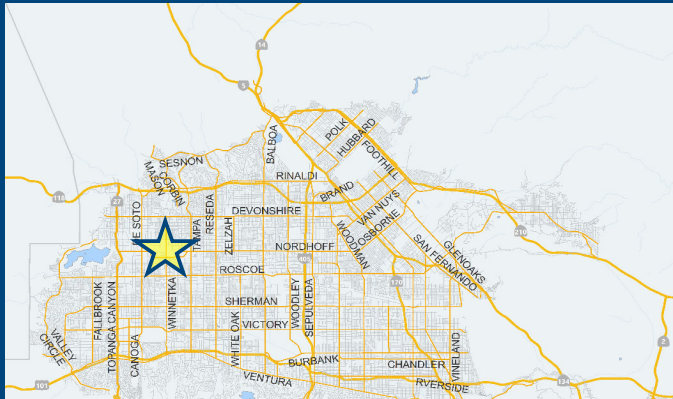


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Office General Office	30	ksf
Industrial Light Industrial	243.5	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 ☒ With Mitigation **No**
Max Work Based TDM Achieved? ☐ Proposed Project ☒ With Mitigation **No**

A

Parking

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

city code parking provision for the project site
 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)
 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

cost (dollar) of annual permit

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

Analysis Results

Proposed Project	With Mitigation
1,852 Daily Vehicle Trips	1,852 Daily Vehicle Trips
18,306 Daily VMT	18,306 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: N/A Threshold = 9.2 15% Below APC	Household: N/A Threshold = 9.2 15% Below APC
Work: N/A Threshold = 15.0 15% Below APC	Work: N/A Threshold = 15.0 15% Below APC

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option A

Project Address: 9201 N WINNETKA AVE, 91311



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	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	30.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	243.500	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option A

Project Address: 9201 N WINNETKA AVE, 91311



Version 1.3

Analysis Results			
Total Employees: 364			
Total Population: 0			
Proposed Project		With Mitigation	
1,852	Daily Vehicle Trips	1,852	Daily Vehicle Trips
18,306	Daily VMT	18,306	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: North Valley			
Impact Threshold: 15% Below APC Average			
Household = 9.2			
Work = 15.0			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 9.2	N/A	Household > 9.2	N/A
Work > 15.0	N/A	Work > 15.0	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option A

Project Address: 9201 N WINNETKA AVE, 91311



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: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option A

Project Address: 9201 N WINNETKA AVE, 91311



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: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option A

Project Address: 9201 N WINNETKA AVE, 91311



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
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option A

Project Address: 9201 N WINNETKA AVE, 91311



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)	0	0
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 30, 2021
 Project Name: Winnetka Industrial
 Project Scenario: Option A
 Project Address: 9201 N WINNETKA AVE, 91311



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: November 30, 2021
 Project Name: Winnetka Industrial
 Project Scenario: Option A
 Project Address: 9201 N WINNETKA AVE, 91311



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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

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: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option A

Project Address: 9201 N WINNETKA AVE, 91311



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	10.5	0	0
Home Based Other Production	0	0.0%	0	6.9	0	0
Non-Home Based Other Production	375	-2.4%	366	9.2	3,450	3,367
Home-Based Work Attraction	527	-6.3%	494	12.8	6,746	6,323
Home-Based Other Attraction	751	-16.6%	626	7.8	5,858	4,883
Non-Home Based Other Attraction	375	-2.4%	366	10.2	3,825	3,733

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	366	3,367	0.0%	366	3,367
Home-Based Work Attraction	0.0%	494	6,323	0.0%	494	6,323
Home-Based Other Attraction	0.0%	626	4,883	0.0%	626	4,883
Non-Home Based Other Attraction	0.0%	366	3,733	0.0%	366	3,733

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 364

APC: North Valley

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	6,323	6,323
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:	Jason Shender, AICP
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	11/30/2021

APPENDIX B

LADOT VMT CALCULATOR OUTPUT – OPTION B

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



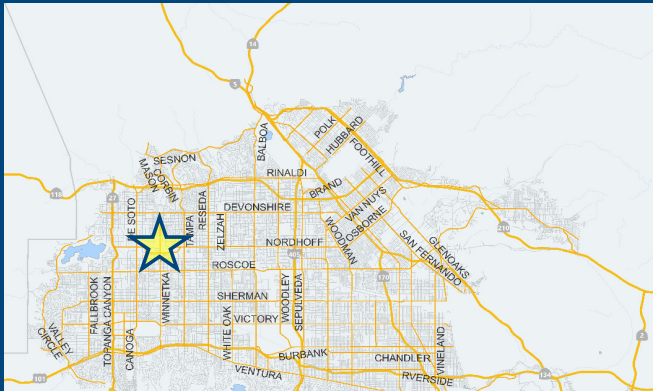
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [www](#)

Address: [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	
Retail High-Turnover Sit-Down Restaurant	3.464	ksf	+
Retail Health Club	3.415	ksf	
Retail High-Turnover Sit-Down Restaurant	3.464	ksf	
Retail Movie Theater	3666	Seats	

[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 Manufacturing	243.5	ksf	+
Office General Office	30	ksf	
Industrial Manufacturing	243.5	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
2,725 Daily Vehicle Trips	1,155 Daily Vehicle Trips
23,241 Daily VMT	11,502 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 **-1,570**
Net Daily Trips

The net increase in daily VMT ≤ 0 **-11,739**
Net Daily VMT

The proposed project consists of only retail land uses $\leq 50,000$ square feet total. **0.000**
ksf

The proposed project is not required to perform VMT analysis.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

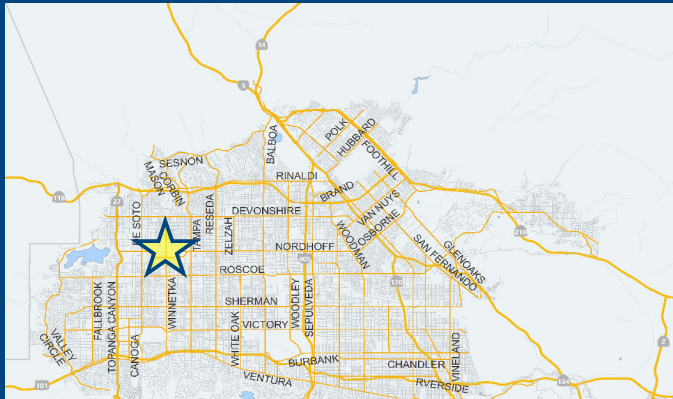


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Office General Office	30	ksf
Industrial Manufacturing	243.5	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 ☒ With Mitigation **No**
Max Work Based TDM Achieved? ☐ Proposed Project ☒ With Mitigation **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 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
1,155 Daily Vehicle Trips	1,155 Daily Vehicle Trips
11,502 Daily VMT	11,502 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: N/A Threshold = 9.2 15% Below APC	Household: N/A Threshold = 9.2 15% Below APC
Work: N/A Threshold = 15.0 15% Below APC	Work: N/A Threshold = 15.0 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option B

Project Address: 9201 N WINNETKA AVE, 91311



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	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	30.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	243.500	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option B

Project Address: 9201 N WINNETKA AVE, 91311



Version 1.3

Analysis Results			
Total Employees: 242			
Total Population: 0			
Proposed Project		With Mitigation	
1,155	Daily Vehicle Trips	1,155	Daily Vehicle Trips
11,502	Daily VMT	11,502	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: North Valley			
Impact Threshold: 15% Below APC Average			
Household = 9.2			
Work = 15.0			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 9.2	N/A	Household > 9.2	N/A
Work > 15.0	N/A	Work > 15.0	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option B

Project Address: 9201 N WINNETKA AVE, 91311



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: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option B

Project Address: 9201 N WINNETKA AVE, 91311



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: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option B

Project Address: 9201 N WINNETKA AVE, 91311



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
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option B

Project Address: 9201 N WINNETKA AVE, 91311



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)	0	0
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 30, 2021
 Project Name: Winnetka Industrial
 Project Scenario: Option B
 Project Address: 9201 N WINNETKA AVE, 91311



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: November 30, 2021
 Project Name: Winnetka Industrial
 Project Scenario: Option B
 Project Address: 9201 N WINNETKA AVE, 91311



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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

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: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option B

Project Address: 9201 N WINNETKA AVE, 91311



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	10.5	0	0
Home Based Other Production	0	0.0%	0	6.9	0	0
Non-Home Based Other Production	228	-2.2%	223	9.2	2,098	2,052
Home-Based Work Attraction	351	-6.3%	329	12.8	4,493	4,211
Home-Based Other Attraction	455	-16.5%	380	7.8	3,549	2,964
Non-Home Based Other Attraction	228	-2.2%	223	10.2	2,326	2,275

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	223	2,052	0.0%	223	2,052
Home-Based Work Attraction	0.0%	329	4,211	0.0%	329	4,211
Home-Based Other Attraction	0.0%	380	2,964	0.0%	380	2,964
Non-Home Based Other Attraction	0.0%	223	2,275	0.0%	223	2,275

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 242

APC: North Valley

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	4,211	4,211
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:	Jason Shender, AICP
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	11/30/2021

APPENDIX C

LADOT VMT CALCULATOR OUTPUT – OPTION C

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



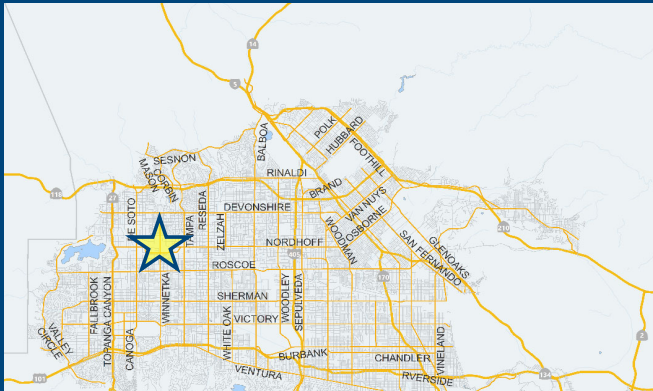
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [www](#)

Address: [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	
Retail High-Turnover Sit-Down Restaurant	3.464	ksf	+
Retail Health Club	3.415	ksf	
Retail High-Turnover Sit-Down Restaurant	3.464	ksf	
Retail Movie Theater	3666	Seats	

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

Proposed Project Land Use

Land Use Type	Value	Unit	
Industrial Warehousing/Self-Storage	243.5	ksf	+
Office General Office	30	ksf	
Industrial Warehousing/Self-Storage	243.5	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
2,725 Daily Vehicle Trips	863 Daily Vehicle Trips
23,241 Daily VMT	8,700 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 **-1,862**
Net Daily Trips

The net increase in daily VMT ≤ 0 **-14,541**
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. **0.000**
ksf

The proposed project is not required to perform VMT analysis.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

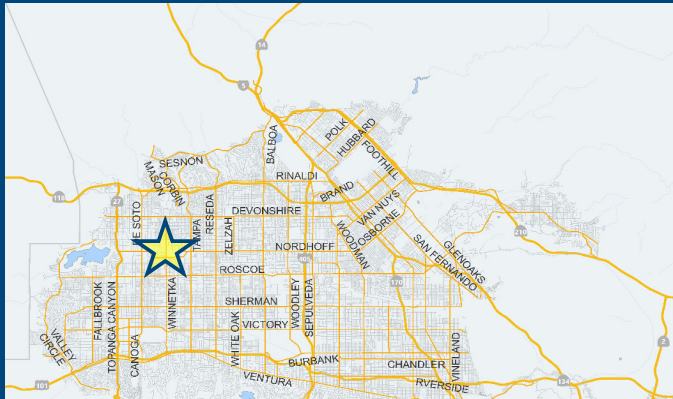


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Office General Office	30	ksf
Industrial Warehousing/Self-Storage	243.5	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 ☒ With Mitigation **No**
Max Work Based TDM Achieved? ☐ Proposed Project ☒ With Mitigation **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 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
863 Daily Vehicle Trips	863 Daily Vehicle Trips
8,700 Daily VMT	8,700 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: N/A Threshold = 9.2 15% Below APC	Household: N/A Threshold = 9.2 15% Below APC
Work: N/A Threshold = 15.0 15% Below APC	Work: N/A Threshold = 15.0 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option C

Project Address: 9201 N WINNETKA AVE, 91311



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	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	30.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	243.500	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option C

Project Address: 9201 N WINNETKA AVE, 91311



Version 1.3

Analysis Results			
Total Employees: 200			
Total Population: 0			
Proposed Project		With Mitigation	
863	Daily Vehicle Trips	863	Daily Vehicle Trips
8,700	Daily VMT	8,700	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: North Valley			
Impact Threshold: 15% Below APC Average			
Household = 9.2			
Work = 15.0			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 9.2	N/A	Household > 9.2	N/A
Work > 15.0	N/A	Work > 15.0	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option C

Project Address: 9201 N WINNETKA AVE, 91311



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: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option C

Project Address: 9201 N WINNETKA AVE, 91311



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: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option C

Project Address: 9201 N WINNETKA AVE, 91311



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
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option C

Project Address: 9201 N WINNETKA AVE, 91311



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)	0	0
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 30, 2021
 Project Name: Winnetka Industrial
 Project Scenario: Option C
 Project Address: 9201 N WINNETKA AVE, 91311



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: November 30, 2021
 Project Name: Winnetka Industrial
 Project Scenario: Option C
 Project Address: 9201 N WINNETKA AVE, 91311



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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

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: November 30, 2021

Project Name: Winnetka Industrial

Project Scenario: Option C

Project Address: 9201 N WINNETKA AVE, 91311



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	10.5	0	0
Home Based Other Production	0	0.0%	0	6.9	0	0
Non-Home Based Other Production	163	-1.8%	160	9.2	1,500	1,472
Home-Based Work Attraction	290	-6.2%	272	12.8	3,712	3,482
Home-Based Other Attraction	325	-16.6%	271	7.8	2,535	2,114
Non-Home Based Other Attraction	163	-1.8%	160	10.2	1,663	1,632

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	160	1,472	0.0%	160	1,472
Home-Based Work Attraction	0.0%	272	3,482	0.0%	272	3,482
Home-Based Other Attraction	0.0%	271	2,114	0.0%	271	2,114
Non-Home Based Other Attraction	0.0%	160	1,632	0.0%	160	1,632

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 200

APC: North Valley

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	3,482	3,482
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:	Jason Shender, AICP
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	11/30/2021