

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



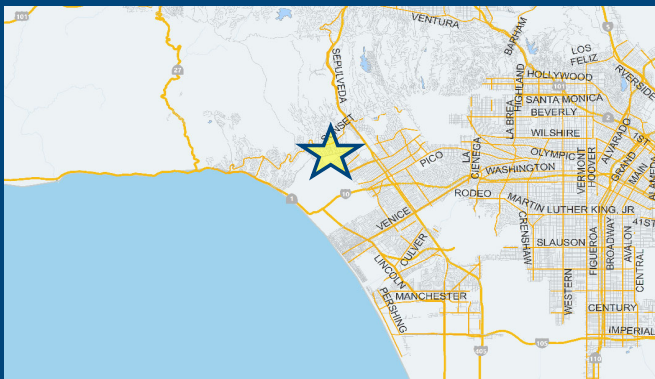
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:

Address:



## Existing Land Use

Land Use Type	Value	Unit
Housing   Single Family		DU

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   General Retail	8.956	ksf
Office   General Office	10.815	ksf
Retail   General Retail	8.956	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
0 Daily Vehicle Trips	474 Daily Vehicle Trips
0 Daily VMT	4,293 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	474 Net Daily Trips
The net increase in daily VMT ≤ 0	4,293 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	8.956 ksf
<b>The proposed project is required to perform VMT analysis.</b>	

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

Yes  No



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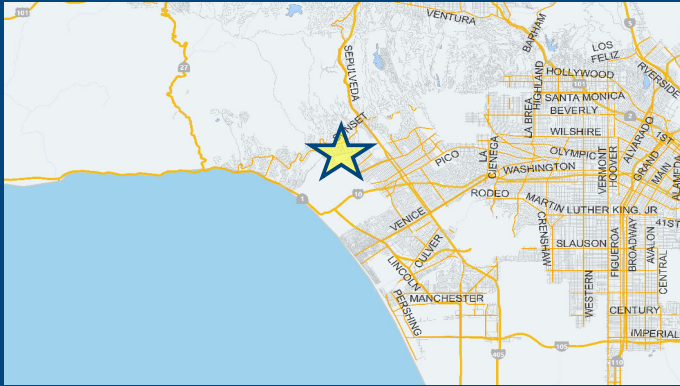


## Project Information

Project:

Scenario:

Address:



## TDM Strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

**A** **Parking**

Reduce Parking Supply  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
<b>474</b> Daily Vehicle Trips	<b>439</b> Daily Vehicle Trips
<b>4,293</b> Daily VMT	<b>3,971</b> Daily VMT
<b>0.0</b> Household VMT per Capita	<b>0.0</b> Household VMT
<b>13.2</b> Work VMT per Employee	<b>11.1</b> Work VMT per Employee

Significant VMT Impact?	
<b>Household: No</b> Threshold = 7.4 15% Below APC	<b>Household: No</b> Threshold = 7.4 15% Below APC
<b>Work: Yes</b> Threshold = 11.1 15% Below APC	<b>Work: No</b> Threshold = 11.1 15% Below APC

Proposed Project Land Use Type	Value	Unit
Office   General Office	10.815	ksf
Retail   General Retail	8.956	ksf



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: January 5, 2022

Project Name: Alternative 3

Project Scenario:

Project Address: 11973 W SAN VICENTE BLVD, 90049



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	8.956	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	10.815
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

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<b>Analysis Results</b>			
Total Employees: 61 Total Population: 0			
<b>Proposed Project</b>		<b>With Mitigation</b>	
474 4,293	Daily Vehicle Trips Daily VMT	439 3,971	Daily Vehicle Trips Daily VMT
0 13.2	Household VMT per Capita Work VMT per Employee	0 11.1	Household VMT per Capita Work VMT per Employee
<b>Significant VMT Impact?</b>			
<b>APC: West Los Angeles</b>			
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1			
<b>Proposed Project</b>		<b>With Mitigation</b>	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.4	No	Household > 7.4	No
Work > 11.1	Yes	Work > 11.1	No

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: January 5, 2022

Project Name: Alternative 3

Project Scenario:

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Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Parking</b>	Reduce parking supply	City code parking provision (spaces)	0	84
		Actual parking provision (spaces)	0	80
	<i>Unbundle parking</i>	<i>Monthly cost for parking (\$)</i>	<i>\$0</i>	<i>\$0</i>
	Parking cash-out	Employees eligible (%)	0%	100%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$6.00
		Employees subject to priced parking (%)	0%	100%
	<i>Residential area parking permits</i>	<i>Cost of annual permit (\$)</i>	<i>\$0</i>	<i>\$0</i>
(cont. on following page)				

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## Report 2: TDM Inputs

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

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



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

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## Report 3: TDM Outputs

Date: January 5, 2022

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### 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	
<b>Parking</b>	Reduce parking supply	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	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%	5%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	7%	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%	
<b>Transit</b>	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%	
<b>Education &amp; Encouragement</b>	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%	
<b>Commute Trip Reductions</b>	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%	
<b>Shared Mobility</b>	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%	

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### 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	
		<b>Bicycle Infrastructure</b>	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%	
	Include Bike parking per LAMC	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	
	Include secure bike parking and showers	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	
<b>Neighborhood Enhancement</b>	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%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	

### 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
	<b>COMBINED TOTAL</b>	0%	6%	0%	16%	0%	6%	0%	6%	0%	6%	0%
<b>MAX. TDM EFFECT</b>	0%	6%	0%	16%	0%	6%	0%	6%	0%	6%	0%	6%

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

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	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: January 5, 2022

Project Name: Alternative 3

Project Scenario:

Project Address: 11973 W SAN VICENTE BLVD, 90049



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	7.5	0	0
Home Based Other Production	0	0.0%	0	5.7	0	0
Non-Home Based Other Production	97	-2.1%	95	8.8	854	836
Home-Based Work Attraction	89	-3.4%	86	9.4	837	808
Home-Based Other Attraction	219	-9.6%	198	9.3	2,037	1,841
Non-Home Based Other Attraction	97	-2.1%	95	8.5	825	808

### 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	-5.5%	0	0
Home Based Other Production	0.0%	0	0	-5.5%	0	0
Non-Home Based Other Production	0.0%	95	836	-5.5%	90	790
Home-Based Work Attraction	0.0%	86	808	-15.9%	72	679
Home-Based Other Attraction	0.0%	198	1,841	-5.5%	187	1,739
Non-Home Based Other Attraction	0.0%	95	808	-5.5%	90	763

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 61

APC: West Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>0</b>	<b>0</b>
<i>Total Home Based Work Attraction VMT</i>	<b>808</b>	<b>679</b>
<i>Total Home Based VMT Per Capita</i>	<b>0.0</b>	<b>0.0</b>
<i>Total Work Based VMT Per Employee</i>	<b>13.2</b>	<b>11.1</b>