Appendix J

Supplemental VMT Analysis

DRAFT

NOT FOR PUBLIC RELEASE

MEMORANDUM

To:	Wes Pringle Los Angeles Department of Transportation	Date:	March 20, 2020
From:	Clare M. Look-Jaeger, P.E. CL-Jaeger Chin S. Taing Linscott, Law & Greenspan, Engineers	LLG Ref:	1-19-4288-1
Subject:	**Los Lirios Mixed-Use Project – Supplemental VMT Analysis**		

LINSCOTT LAW & GREENSPAN engineers

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Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the supplemental review conducted for the proposed Los Lirios Mixed-Use project ("proposed project" herein). As you are aware, LLG previously prepared the transportation impact study dated July 30, 2018, and the subsequent addendum analysis dated June 11, 2019, for the proposed project. The subject studies were reviewed and accepted by the Los Angeles Department of Transportation (LADOT) as evidenced by the issuance of its interdepartmental clearance letter dated June 20, 2019. This supplemental Vehicle Miles Traveled (VMT) analysis is being submitted since at the time the City Council adopted the new VMT based thresholds (i.e., on July 30, 2019), LADOT had already issued its clearance letter. Therefore, this analysis employs the current version of LADOT's VMT calculator (Version 1.2) and the results are for informational purposes.

The Los Angeles Department of City Planning (LADCP) and LADOT updated the Transportation Section of the City's California Environmental Quality Act (CEQA) Thresholds Guide to comply with and implement Senate Bill (SB) 743. On September 27, 2013, Governor Brown signed SB 743. Under SB 743, the focus of transportation analysis pursuant to CEQA will shift from driver delay, or level of service (LOS), to reduction of vehicle miles traveled, reduction in greenhouse gas 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 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 development projects within the City of Los Angeles, and the VMT methodology is tailored to the proposed City of Los Angeles *Transportation Assessment Guidelines* (TAG).[1]

[1] City of Los Angeles *Transportation Assessment Guidelines*, Chapter 2, CEQA Analysis of Transportation Impacts, July 2019.

This voluntary VMT analysis has been conducted to identify and evaluate the potential impacts of the proposed project based on the VMT methodology set forth in the City's *Transportation Assessment Guidelines.* As stated above, the VMT analysis is supplemental since the project application was filed and the MOU with LADOT was executed prior to adoption of the new guidelines, and thus does not apply to the proposed project. As noted previously, LADOT also had already issued its clearance letter prior to adoption of the new TAG.

According to the City's *Transportation Assessment Guidelines*, a development project's daily vehicle trips should be estimated using the City's VMT Calculator. The proposed project, which includes both residential (multi-family units and affordable housing [family-type] units) and commercial (office and retail) uses, would have a potential impact if it meets the following:

- "For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located."

- "For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the Area Planning Commission (APC) area in which the project is located."

The project's estimated household VMT per capita and work VMT per employee are compared to the average household VMT per capita and work VMT per employee for the corresponding APC. Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City of Los Angeles significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven (7) APC boundary areas are presented in ***Table A***. As the project is located in the East Los Angeles APC, the VMT impact criteria (i.e., 15% below APC average) applicable to the proposed project is 7.2 daily household VMT per capita and 12.7 daily work VMT per employee.

Based on the City's VMT Calculator, the estimated household VMT per capita for the project is 5.4 household VMT per capita and the work VMT per employee is not applicable based on the City's TAG and VMT Calculator. It is noted that other than accounting for the proposed project providing on-site bicycle parking pursuant to City Code requirements, no transportation demand management measures, trip reduction strategies, or project design features have been included in the estimation of the project's VMT:

Based on the City's threshold criteria provided in *Table A*, the proposed project is not forecast to result in a significant household VMT per capita or work VMT per employee impact. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed project are attached.

Please feel free to call us at 626.796.2322 with any questions or comments regarding the supplemental VMT analysis prepared for the proposed Los Lirios Mixed-Use project.

c: File

Table A
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15 PERCENT (15%) BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

[1] Source: City of Los Angeles Draft Transportation Assessment Guidelines, July 2019.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

119 S Soto St
DOT Case No. CEN17-46417

Date: June 20, 2019

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **ADDENDUM TO THE TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED LOS LIRIOS MIXED-USE PROJECT AT 113, 119, AND 121 SOUTH SOTO STREET (ENV-2018-3692-EAF)**

On October 2, 2018, the Department of Transportation (DOT) issued a transportation assessment report to the Department of City Planning for the proposed Los Lirios Mixed-Use project (**Attachment A**) based on the July 30, 2018 transportation impact analysis prepared by Linscott, Law & Greenspan, engineers. However, since the report was released, the project has been revised and a June 11, 2019 addendum to the transportation analysis was prepared by Linscott, Law & Greenspan, engineers.

The original project was located on two sites: 113-121 South Soto Street (Site A) and 2316-2400 East 1st Street (Site B). At the time the transportation analysis was prepared, the uses of Site B were undetermined and it was noted in the transportation analysis and in the DOT assessment report that a separate transportation analysis would be required subsequently when the Site B uses were determined. The revised project no longer includes Site B and only consists of 113-121 South Soto Street as illustrated in **Attachment B**, and the project uses have been slightly modified:

Land Use	Original Project	Revised Project
Apartments	66 units	64 units
Community Room	1,490 square feet (sf)	1,650 sf
Commercial	5,000 sf	4,300 sf

The previous traffic analysis determined that none of the five analyzed intersections would be significantly impacted by project related traffic. Since the revised project is slightly smaller than the original project, the revised project is not expected to result in any significant impacts. DOT concurs with the addendum that the project's expected impacts would be less than significant and no changes to the transportation analysis are required. All of the project requirements that are identified in DOT's October 2, 2018 letter (**Attachment A**) shall remain in effect.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2019\CEN17-46417_119 Soto St MU_rev_ltr.docx

c: Shawn Kuk & Mark Jones, Council District 14
Matthew Masuda, Central District, BOE
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management, DOT
Chin S. Tiang, LLG engineers

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

ATTACHMENT A

119 S Soto St
DOT Case No. CEN 18-46417

Date: October 2, 2018

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED LOS LIRIOS MIXED-USE PROJECT AT 113, 119, AND 121 SOUTH SOTO STREET AND 2316, 2322, AND 2400 EAST 1ST STREET (ENV-2018-3692-EAF)**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Linscott, Law & Greenspan, Engineers, dated July 30, 2018, for the proposed Los Lirios Mixed-Use project located on two sites: 113-121 South Soto Street and 2316-2400 East 1st Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the transportation study included the analysis of five intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which accounted for other known development projects in estimating potential cumulative impacts and adequately evaluated the project's transportation impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project, in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes to construct the Los Lirios Mixed-Use project on two sites with affordable housing apartments and ground floor local community serving retail/restaurant land use components in Boyle Heights as illustrated in **Attachment 2a**. Site A south of the Metro Soto Station is currently vacant and will include 66 affordable housing units, a 1,490 square-foot community room, office space, computer/conference room, laundry room, and up to 5,000 square feet of retail/restaurant uses fronting Soto Street. Site B at 2316-2400 East 1st Street is currently occupied by the historic Peabody Werden Duplex and will primarily consist of the restoration and rehabilitation of the Peabody Werden Duplex. Additional uses of Site B have not yet been determined, and, as such, additional traffic analyses may be required. The subterranean parking on Site A will be accessed via the existing alleyway south of 1st Street on the southwest side of Site A as illustrated in

[1] Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

Attachment 2b. The project is expected to be completed by 2021.

B. Trip Generation

The project is estimated to generate an approximate net increase of 496 daily trips, a net increase of 48 trips during the a.m. peak hour and a net increase of 41 trips during the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017 and the LADOT Transportation Impact Study Guidelines, December 2016, Table 5: Trip Generation Rates for Affordable Housing Projects. A copy of the project trip generation table can be found in **Attachment 3**.

C. Freeway Analysis

To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, a screening analysis is necessary to determine if additional evaluation of freeway mainline and ramp segments is necessary beyond the State-mandated Congestion Management Program (CMP) requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project does not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

D. Construction Impacts

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

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Soto Street and 1st Street**, both Avenue IIs, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way, and the alley adjacent to Site A would require a 10-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The transportation analysis did not indicate the number of vehicle parking spaces the project will provide. The project will provide 70 long-term and 10 short-term bicycle parking spaces. The applicant should check with the Department of Building and Safety on the

number of Code-required parking spaces needed for the project.

C. Driveway Access and Circulation

The conceptual site plan for the project (see **Attachment 2b**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveways. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

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c: Kevin Ocubillo, Council District No. 14
Mehrdad Moshksar, Central District Office, DOT
Bert Moklebust, Central District, BOE
Taimour Tanavoli, Case Management Office, DOT
Chin S. Taing, Linscott, Law & Greenspan, Engineers

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	[1] LOS	[2] YEAR 2018 EXISTING WITH PROJECT V/C	[2] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [a]	[3] YEAR 2021 FUTURE W/O PROJECT V/C	[3] LOS	[4] YEAR 2021 FUTURE WITH PROJECT V/C	[4] LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [a]
1	Breed Street/	AM	0.573	A	0.581	A	0.008	No	0.695	B	0.703	C	0.008	No
	1st Street	PM	0.454	A	0.464	A	0.010	No	0.631	B	0.641	B	0.010	No
2	Soto Street/	AM	0.617	B	0.620	B	0.003	No	0.749	C	0.752	C	0.003	No
	Cesar E. Chavez Avenue	PM	0.567	A	0.568	A	0.001	No	0.688	B	0.690	B	0.002	No
3	Soto Street/	AM	0.724	C	0.737	C	0.013	No	0.847	D	0.860	D	0.013	No
	1st Street	PM	0.687	B	0.701	C	0.014	No	0.912	E	0.917	E	0.005	No
4	Soto Street/	AM	0.621	B	0.623	B	0.002	No	0.838	D	0.841	D	0.003	No
	4th Street	PM	0.616	B	0.616	B	0.000	No	0.850	D	0.850	D	0.000	No
5	Mott Street/	AM	0.619	B	0.625	B	0.006	No	0.719	C	0.726	C	0.007	No
	1st Street	PM	0.529	A	0.532	A	0.003	No	0.645	B	0.649	B	0.004	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

NOT TO SCALE

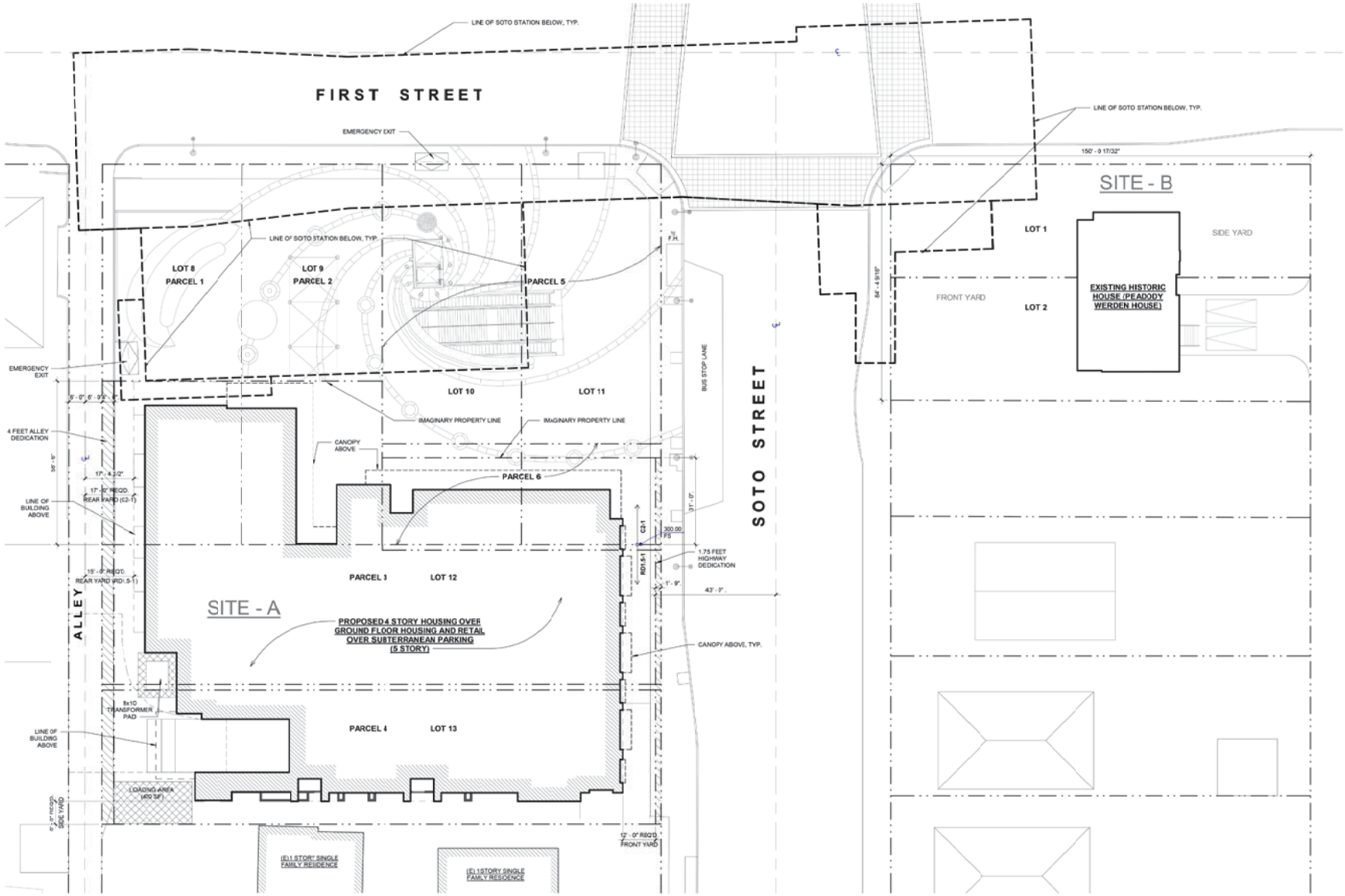
PROJECT SITES

EXISTING DRIVEWAY

FIGURE 2-1
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT



MAP SOURCE: GONZALEZ GOODALE ARCHITECTS

NOT TO SCALE

FIGURE 2-2
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Uses								
Apartment [3]	66 DU	270	13	20	33	12	10	22
Less Transit Adjustment (15%) [4]		(41)	(2)	(3)	(5)	(2)	(2)	(4)
Community Room [5]	1,490 GSF	43	2	1	3	1	2	3
Less Transit Adjustment (15%) [4]		(6)	nom.	nom.	nom.	nom.	nom.	nom.
Retail [6]	2,500 GLSF	94	1	1	2	5	5	10
Less Pass-by Adjustment (50%) [7]		(47)	(1)	(1)	(2)	(3)	(3)	(6)
Less Transit Adjustment (15%) [4]		(7)	nom.	nom.	nom.	nom.	nom.	nom.
High-Turnover (Sit-Down) Restaurant [8]	2,500 GSF	280	14	11	25	15	9	24
Less Pass-by Adjustment (20%) [7]		(56)	(3)	(2)	(5)	(3)	(2)	(5)
Less Transit Adjustment (15%) [4]		(34)	(2)	(1)	(3)	(2)	(1)	(3)
NET TOTAL PROJECT TRIPS		**496**	**22**	**26**	**48**	**23**	**18**	**41**

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

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

[3] Affordable housing (family) trip generation average rates based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016 as provided in the *Transportation Impact Study Guidelines,* December 2016.
- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[4] A transit adjustment of 15 percent was applied to all the land use components due to the proximity to the Metro Gold Line Soto station located at 2330 E. 1st Street. The transit adjustments were applied after the pass-by adjustments were applied.

[5] ITE Land Use Code 495 (Recreational Community Room) trip generation average rates.
- Daily Trip Rate: 28.82 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.76 trips/1,000 SF of floor area; 66% inbound/34% outbound
- PM Peak Hour Trip Rate: 2.31 trips/1,000 SF of floor area; 47% inbound/53% outbound

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of leasable floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable floor area; 48% inbound/52% outbound

[7] Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by adjustment factors of 50 percent and 20 percent were applied to the retail and restaurant land use components, respectively, pursuant to the *Transportation Impact Study Guidelines,* December 2016.

[8] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
- Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound

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[4] A transit adjustment of 15 percent was applied to all the land use components due to the proximity to the Metro Gold Line Soto station located at 2330 E. 1st Street. The transit adjustments were applied after the pass-by adjustments were applied.

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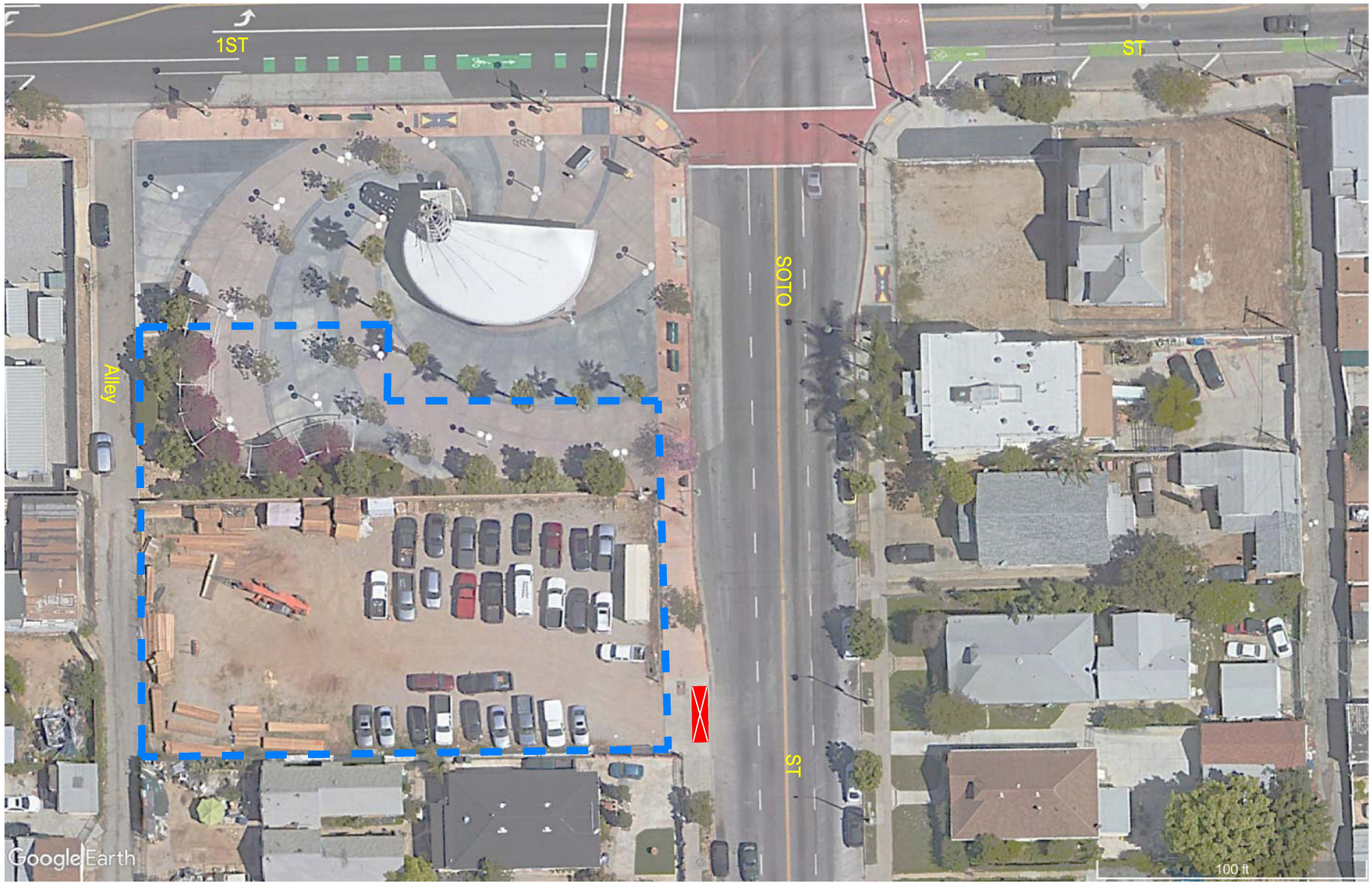


NOT TO SCALE

PROJECT SITE

EXISTING DRIVEWAY

FIGURE 2
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

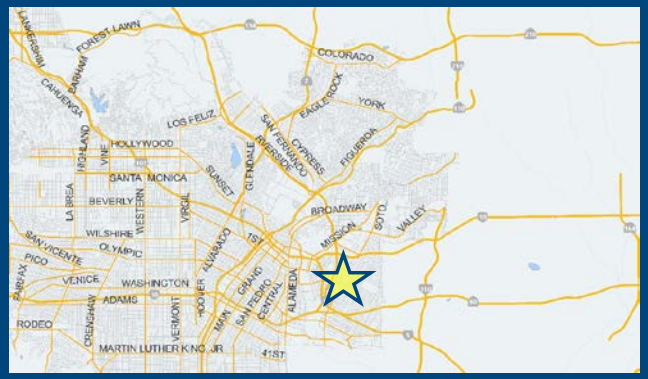
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

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

Project Information

Project: Los Lirios Mixed-Use Project
Scenario: Proposed Project
Address: 113 S SOTO ST, 90033

www



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

○ Yes ○ No

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
Housing | Affordable Housing - Family	66	DU
Retail | General Retail	2.15	ksf
Retail | High-Turnover Sit-Down Restaurant	2.15	ksf
Housing | Affordable Housing - Family	64	DU

☐ 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
0 Daily Vehicle Trips	424 Daily Vehicle Trips
0 Daily VMT	2,757 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	424 Net Daily Trips
The net increase in daily VMT ≤ 0	2,757 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	4.300 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

3/19/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Los Lirios Mixed-Use Project
Scenario: Proposed Project
Address: 113 S SOTO ST, 90033

Proposed Project Land Use Type	Value	Unit
Retail | General Retail	2.15	ksf
Retail | High-Turnover Sit-Down Restaurant	2.15	ksf
Housing | Affordable Housing - Family	64	DU

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

Implement/Improve On-street Bicycle Facility
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
424 Daily Vehicle Trips	**424** Daily Vehicle Trips
2,757 Daily VMT	**2,757** Daily VMT
5.4 Household VMT per Capita	**5.4** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.2 15% Below APC	**Household: No** Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	**Work: N/A** Threshold = 12.7 15% Below APC

Measuring the Miles

3/19/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

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	64	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	2.150	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	2.150	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

Analysis Results

Total Employees: 13
Total Population: 201

Proposed Project		*With Mitigation*	
424	**Daily Vehicle Trips**	**424**	**Daily Vehicle Trips**
2,757	**Daily VMT**	**2,757**	**Daily VMT**
5.4	**Household VMT per Capita**	**5.4**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?

APC: East Los Angeles

Impact Threshold: 15% Below APC Average
Household = 7.2
Work = 12.7

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

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)

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)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

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: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		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: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		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%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

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

Note: (1-[(1-A)*(1-B)…]) 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: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	82	-34.1%	54	8.0	656	432
Home Based Other Production	219	-40.6%	130	5.1	1,117	663
Non-Home Based Other Production	60	-13.3%	52	7.4	444	385
Home-Based Work Attraction	19	-42.1%	11	10.6	201	117
Home-Based Other Attraction	177	-40.7%	105	5.9	1,044	620
Non-Home Based Other Attraction	82	-12.2%	72	7.5	615	540

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%	54	432	0.0%	54	432
Home Based Other Production	0.0%	130	663	0.0%	130	663
Non-Home Based Other Production	0.0%	52	385	0.0%	52	385
Home-Based Work Attraction	0.0%	11	117	0.0%	11	117
Home-Based Other Attraction	0.0%	105	620	0.0%	105	620
Non-Home Based Other Attraction	0.0%	72	540	0.0%	72	540

MXD VMT Methodology Per Capita & Per Employee

Total Population: 201
Total Employees: 13
APC: East Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,095**	**1,095**
Total Home Based Work Attraction VMT	**117**	**117**
Total Home Based VMT Per Capita	**5.4**	**5.4**
Total Work Based VMT Per Employee	**N/A**	**N/A**