APPENDIX H

Transportation Assessment

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

5001 W. Wilshire Bl
DOT Case No. CEN21-50601

Date: December 2, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 5001 WEST WILSHIRE BOULEVARD**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by KOA, dated June 2021 and updated November 2021, for the proposed mixed-use project at 5001 West Wilshire Boulevard. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 243 multi-family units (including 25 affordable family units) and 10,900 square-feet of ground-floor commercial uses. The site is currently occupied by 36,300 square-feet of retail use. The project will provide 354 vehicle parking spaces in a subterranean garage. The project will also provide 21 short-term and 143 long-term bicycle parking spaces. Vehicular access will be provided by two full service driveways on Citrus Avenue. One of the driveways will provide access to the residential portion and the other will access the commercial. The project's site plan is illustrated in **Attachment A**. The project is expected to be completed by 2024.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project does not exceed the net 250 daily vehicle trips threshold. Therefore, no VMT analysis would be required. A copy of the VMT Calculator summary report is provided as **Attachment B.**

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

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

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator.

C. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Citrus Avenue Closure

The project proposes to close Citrus Avenue just south of the Carling Way alley and the Carling Way alley. The study analyzed the following four scenarios:

1a Opening up Citrus Avenue to northbound and southbound travel at Mansfield Avenue Park and closing the Carling Way alley between Citrus Avenue and Highland Avenue.
1b Opening up Citrus Avenue to northbound travel only at Mansfield Avenue Park and closing the Carling Way alley between Citrus Avenue and Highland Avenue.
1c Opening up Citrus Avenue to southbound travel only at Mansfield Avenue Park and closing Carling Way alley between Citrus Avenue and Highland Avenue.
2 Closing Citrus Avenue and Carling Way alley to all traffic.

The study indicated that Scenario 2 would not create any adverse conditions to the surrounding circulation system and the project is recommending to implement this scenario and fully close Citrus Avenue and the Caring Way alley. A copy of the closure plan is presented as **Attachment D.**

The proposed street closures are subject to final approval by LADOT's Hollywood-Wilshire District Office, the Bureau of Engineering, the Bureau of Street Services, and the Fire Department. If the determination that the street closures are feasible, then the Applicant would be responsible for all costs associated with the design and installation of the improvements through the B-Permit process of the Bureau of Engineering (BOE).

In addition, the Applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permits and completed prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the Applicant, provided that, in each case, the Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

These improvements are voluntary and are not required for mitigation. Therefore, if found infeasible they will not be installed. An alternative improvement is not required.

2. Parking Requirements

The project will provide 354 vehicle parking spaces in a subterranean garage. The project will also provide 21 short-term and 143 long-term bicycle parking spaces. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.

3. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Wilshire Boulevard**, is designated an Avenue I, which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Citrus Avenue** and **Carling Way** are designated Local Streets, which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **Highland Avenue** is designated a Modified Avenue I. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

4. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT'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 LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

5. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT'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/businesses/temporary-traffic-control-plans 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. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

6. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is **currently progressing through the City's approval process, will:**

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in the future. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

7. Development Review Fees

Section 19.15 of the LAMC 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 me at (213) 972-8482.

Attachments

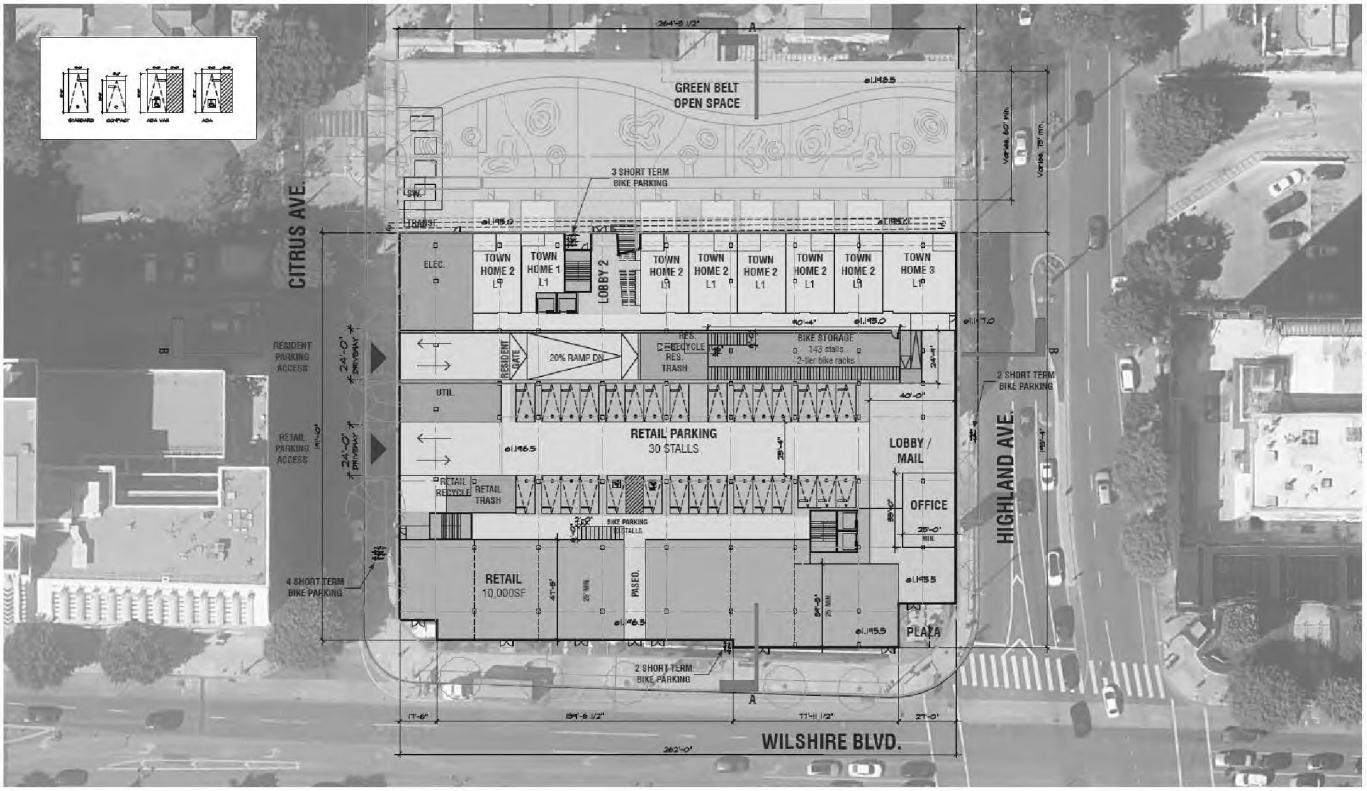
J:\Letters\2021\CEN21-50601_5001 W Wilshire Bl_mixed-use_ltr.docx

c: Mashael Majid, Council District 4
Hokchi Chiu, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Brian Marchetti, KOA

FIGURE 1A

LA 5001 W Wilshire Blvd TIS

Project Site Plan



5001 WILSHIRE
LOS ANGELES, CA
TCA # 2020-048

PACIFIC SPRINGS, LLC

SITE PLAN REVIEW
APRIL 7, 2021

0' 20' 40' 80'

SITE / FIRST FLOOR PLAN

A-2.1

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: 5001 Wilshire Mixed-Use Project
Scenario:
Address: 5001 W WILSHIRE BLVD, 90036

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

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	36.3	ksf

Retail | General Retail 36.3 ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	25	DU

Retail | General Retail	10.9	ksf
Housing | Multi-Family	218	DU
Housing | Affordable Housing - Family	25	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
1,318 Daily Vehicle Trips	1,547 Daily Vehicle Trips
7,965 Daily VMT	9,410 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	229 Net Daily Trips
The net increase in daily VMT ≤ 0	1,445 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	10.900 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

12/4/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 5001 Wilshire Mixed-Use Project

Scenario:

Address: 5001 W WILSHIRE BLVD, 90036

Proposed Project Land Use Type	Value	Unit
Retail | General Retail	10.9	ksf
Housing | Multi-Family	218	DU
Housing | Affordable Housing - Family	25	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

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
1,547 Daily Vehicle Trips	**1,547** Daily Vehicle Trips
9,410 Daily VMT	**9,410** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: N/A Threshold = 6.0 15% Below APC	**Household: N/A** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

12/4/2020

Table 8 – Future Intersection Delay Performance

	Study Intersections	Peak Hour	Future (2024) without-Project		Future (2024) with-Project		Change in Delay
			Delay	LOS	Delay	LOS	
1	Sycamore Drive & Wilshire Boulevard	AM	5.3	A	6.1	A	0.8
		PM	4.6	A	4.6	A	0.0
2	Citrus Avenue & Wilshire Boulevard*	AM	>500	F	>500	F	-
		PM	>500	F	>500	F	-
3	Highland Avenue & Wilshire Boulevard	AM	172.2	F	172.3	F	0.1
		PM	216.4	F	217.1	F	0.7
4	Highland Avenue & 6th Street	AM	71.9	E	72.6	E	0.7
		PM	88.8	F	88.0	F	-0.8

LOS = Level of Service, Delay = Vehicle delay in seconds

**Two-Way Stop Controlled Intersection; Delay is based on the higher approach*

As shown in Table 8, the study intersections will continue to operate similarly to the Existing with-Project conditions. Three of the four study intersections would operate at the same levels of service, with one intersection experiencing further LOS deterioration (Highland Avenue and 6th Street) in the Future without-Project conditions. The following summarizes the results:

- Sycamore Drive and Wilshire Boulevard would operates at LOS A during both a.m. and p.m. peak hours and will continue to operate at LOS A in the Future with-Project scenario during both a.m. and p.m. peak hours.
- Citrus Avenue and Wilshire Boulevard and Highland Avenue and Wilshire Boulevard both would operate at LOS F during the a.m. and p.m. peak hours and will continue to operate at LOS F in the Future with-Project scenario during both peak hours.
- Highland Avenue and 6th Street would operate at LOS E during the a.m. and LOS F during the p.m. peak hour and will continue to operate at the same levels of service during the Future with-Project scenario.

The Future without-Project traffic volumes for the weekday a.m. and p.m. peak hours are illustrated on Figure 13. The Future without-Project traffic analysis worksheets for this scenario are provided in Appendix F.

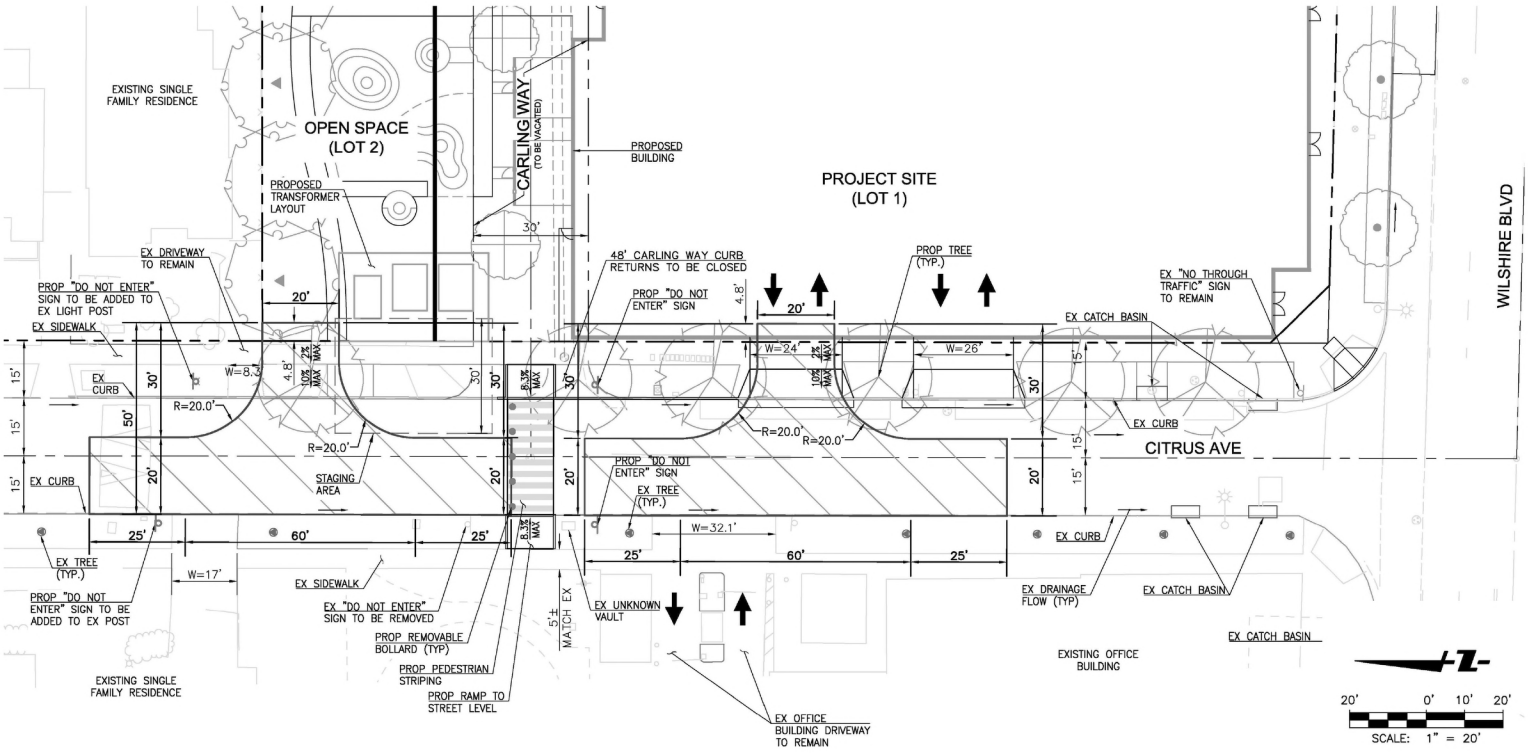
The Future with-Project traffic volumes for the weekday a.m. and p.m. peak-hour volumes are illustrated in Figure 14. The analysis worksheets for this scenario are provided in Appendix G.

Attachment D
5001 W. Wilshire Bl

FIGURE 1B

LA 5001 W Wilshire Blvd TIS

Citrus Avenue Roadway Improvement Plan



LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. Project Information

Project Name: 5001 Wilshire Boulevard Mixed-Use Project

Project Address: 5001 Wilshire Blvd.

Project Description: 243 apartment units (218 market rate, 25 affordable), 10.900 sq.ft. of commercial, and 292 parking stalls. as a mixed-use building with subterranean parking. Extension options for linear park and circulation changes will be reviewed.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☑ Yes ☐ No

II. Transportation Demand Management (TDM) Measures

Provide any transportation demand management measures that are being considered where the eligibility needs to be verified in advance (e.g. bike share kiosks, unbundled parking, microstransit service, etc.). Note that LADOT staff will make the final determination if TDM measures eligibility for a particular project. Please confirm eligibility with the LADOT Planning and Bureau staff assigned to your project.

1 Reduced parking (324 res spaces<363 in LAMC, 30<40 comm per LAMC)
2 _____
3 _____
4 _____

Select any TDM measures that are currently being considered that may be eligible as a Project Design Feature[1]:

☑	Reduced Parking Supply[2]
☑	Bicycle Parking and Amenities
☐	

III. Trip Generation

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 10th Edition

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	Yes	No
Transit Usage	☐	☑
Existing Active or Previous Land Use	☑	☐
Internal Trip	☑	☐
Pass-By Trip	☑	☐
Transportation Demand Management (See above)	☐	☐

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☐ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	7	49	55
PM Trips	1	-25	-24

NET Daily Vehicle Trips (DVT)
296 DVT (ITE 10 ed.)
229 DVT (VMT Calculator ver. __)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or state law.
[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or a the City/s Transit Oriented ted Community Guidelines.

LADOT

City of Los Angeles Transportation Assessment MOU
LADOT Project Case No: _____

IV. Study Area and Assumptions

Project Buildout Year: 2021 Ambient Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☑ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS *(May be subject to LADOT revision after access, safety and circulation evaluation)*

1 Sycamore/Wilshire
2 Citrus/Wilshire
3 La Brea Avenue/Wilshire Boulevard
4 Highland Avenue/6th Street

Sycamore and Orange Avenues, 6th St to Wilshire Bl

Citrus Avenue, 6th St to Wilshire Bl

Is this Project located on a street within the High Injury Network? ☐ Yes ☑ No

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 total DVT? ☐ Yes ☑ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☑ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☑ Yes ☐ No

If questions a., b., or c. is Yes then complete **Attachment C.1: Access Assessment Criteria**.

VI. SITE PLAN and map of Study Area

Does the attached site plan or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☑	☐	☐
Project Vehicle Peak Hour trips at each study intersection	☑	☐	☐
Project Vehicle Peak Hour trips at each project access point	☑	☐	☐
Project driveways (show widths and directions or lane assignment)	☑	☐	☐
Pedestrian access points and any pedestrian paths	☑	☐	☐
Pedestrian loading zones	☐	☐	☑
Delivery loading zone or area	☐	☐	☑
Bicycle parking onsite	☑	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☑

VII. Contact Information

CONSULTANT

Name: Brian Marchetti - KOA
Address: 1100 Corporate Center Dr, Suite 201
Phone: 323-859-3129
email: bmarchetti@koacorp.com

DEVELOPER

_____
_____
_____
_____

Approved by: X _____ _____ X _____ _____

Consultant's Representative | Date | LADOT Representative | *Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

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: 5001 Wilshire Mixed-Use Project

Scenario:

Address: 5001 W WILSHIRE BLVD, 90036

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

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	36.3	ksf
Retail | General Retail	36.3	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	25	DU
Retail | General Retail	10.9	ksf
Housing | Multi-Family	218	DU
Housing | Affordable Housing - Family	25	DU

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Project Screening Summary

Existing Land Use	Proposed
1,318 Daily Vehicle Trips	1,547 Daily Vehicle Trips
7,965 Daily VMT	9,410 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	229 Net Daily Trips
The net increase in daily VMT ≤ 0	1,445 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	10.900 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Mile

12/4/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 5001 Wilshire Mixed-Use Project

Scenario:

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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
☐ Proposed Prj ☐ Mitigation
100 city code parking provision for the project site
74 actual parking provision for the project site

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
1,547 Daily Vehicle Trips	**1,547** Daily Vehicle Trips
9,410 Daily VMT	**9,410** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: N/A Threshold = 6.0 15% Below APC	**Household: N/A** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

JC01167 5001 Wilshire Mixed-Use
Trip Generation Summary
ITE RATES

Land Use[1]	Intensity	Units[2]	Daily Total	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Trip Generation Rates									
(820) Ground Floor Retail	-	KSF	37.75	0.94	62%	38%	3.81	48%	52%
(221) Multifamily Housing (Mid-Rise)	-	d.u.	5.44	0.36	26%	74%	0.44	61%	39%
Affodable Housing (Family)[3]	-	d.u.	4.16	0.49	37%	63%	0.35	56%	44%
Trip Generation Estimates									
(820) Ground Floor Retail	10.9	KSF	411	10	6	4	42	20	22
(221) Multifamily Housing (Mid-Rise)	218	d.u.	1,186	78	20	58	96	59	37
Affordable Housing (Family)	25	d.u.	104	12	4	8	1	1	0
Subtotal			1,701	100	30	70	139	80	59
Trip Generation Adjustments									
Existing Credit									
(820) Shopping Center	36.30	KSF	(1,370)	(34)	(21)	(13)	(138)	(66)	(72)
Subtotal			331	66	9	57	1	14	-13
Internal Capture Trip Reduction									
Commercial	per NCHRP	-	(10)	(1)	(1)	0	(9)	(3)	(6)
Residential	per NCHRP	-	(20)	(9)	(1)	(8)	(11)	(8)	(3)
Subtotal			301	56	7	49	-19	3	-22
Pass-by Trip Reduction[4]									
(820) Ground Floor Retail	50%		(5)	(1)	(1)	0	(5)	(2)	(3)
Multifamily Housing (Mid-Rise)	0%		0	0	0	0	0	0	0
TOTAL			**296**	**55**	**7**	**49**	**-24**	**1**	**-25**

1) Source: ITE Trip Generation Manual, 10th Edition.

2) d.u. = Dwelling units., KSF=thousand square feet

3) Based on LADOT Guidelines of Affordable Housing Projects (Family) within a TPA area

4) Based on LADOT Guidelines of 50% pass-by credit for shopping center-type uses with less than 50,000 sq.ft. of floor area.

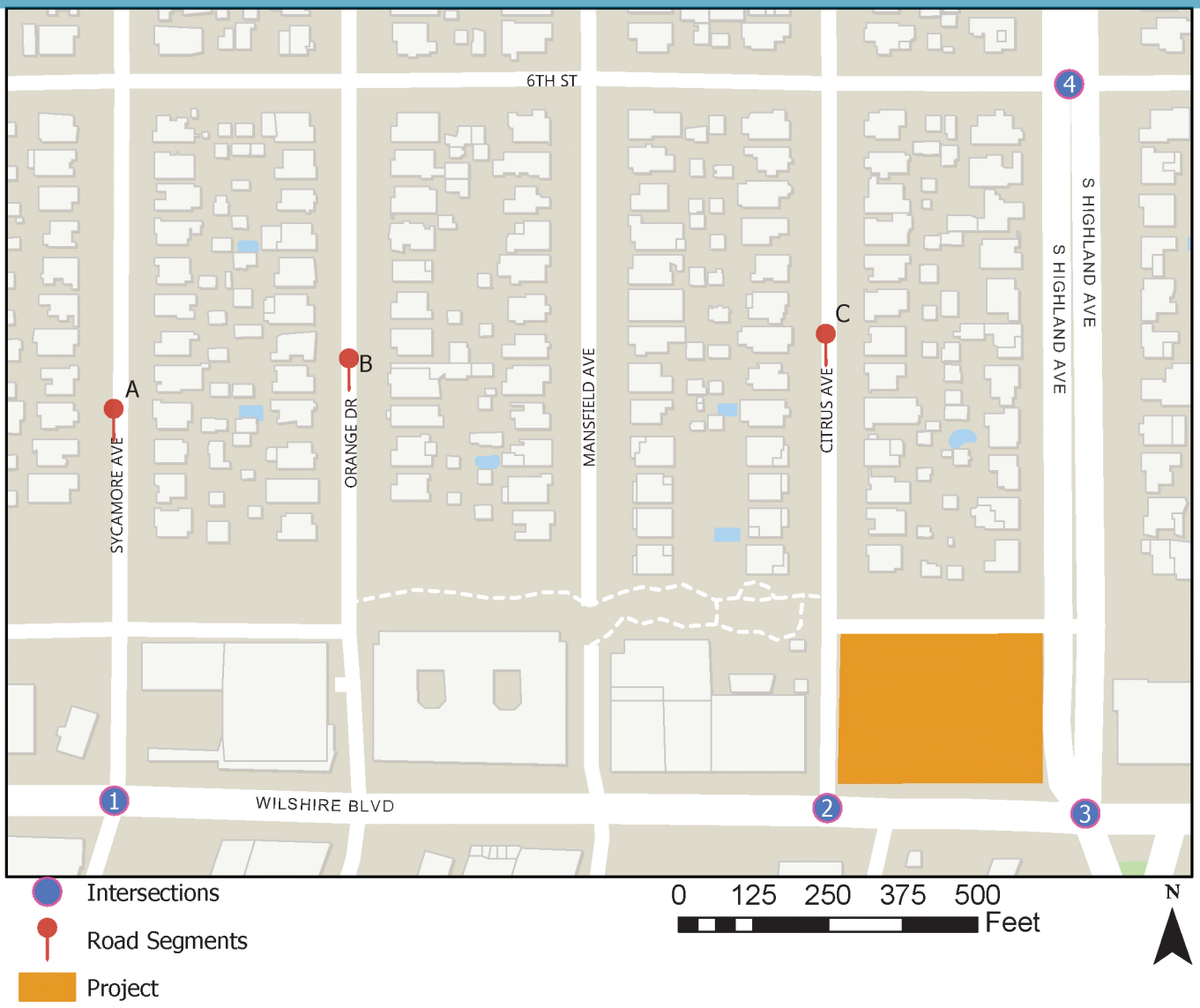
JC01167 LA 5001 Wilshire Blvd Mixed-Use
Related Projects Trip Generation Summary
ITE RATES

ID	Project	Land Use	Intensity	Units[1]	Daily Total	AM Peak			PM Peak		
						Total	In	Out	Total	In	Out
Area Project Trip Generation - Trips											
1	La Brea Mixed-Use - 850 S La Brea Avenue	Apartments	40	DU	458	24	6	18	42	24	18
		Retail	4.5	KSF							
2	Wilshire Mixed-Use - 5411 Wilshire Boulevard	Apartments	348	DU	(81.00)	26.00	(14.00)	40.00	(27.00)	3.00	(30.00)
		Retail	13.62	KSF							
		Restaurant	1	KSF							
		Total			**377**	**50**	**-8**	**58**	**15**	**27**	**-12**

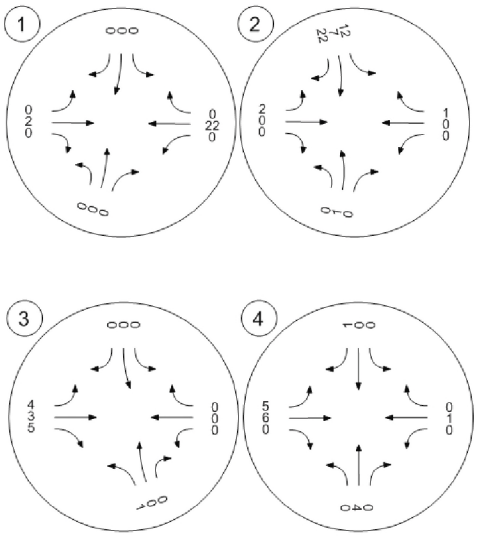
1) KSF=thousand square feet

2) Area projects list obtained from LADOT

Figure 1. Study Area Map with AM Project Volumes



INTERSECTION VOLUMES



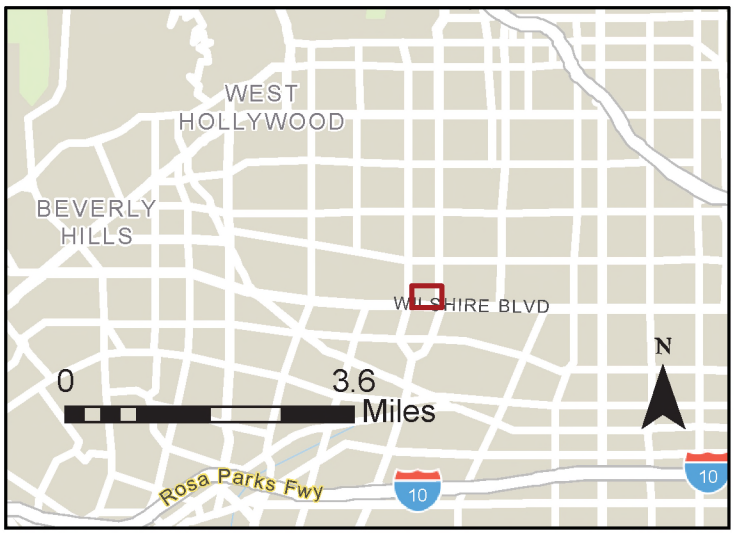
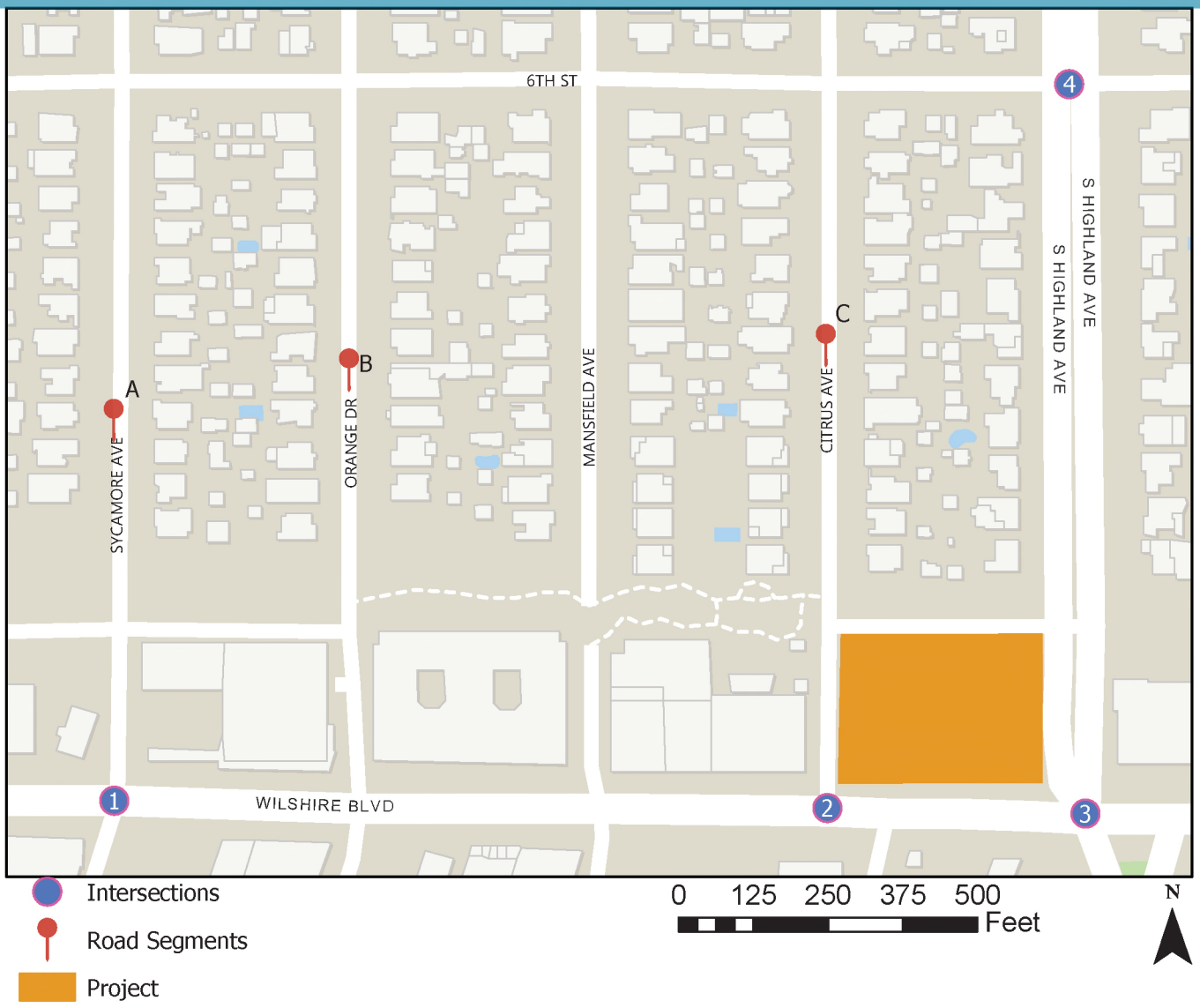
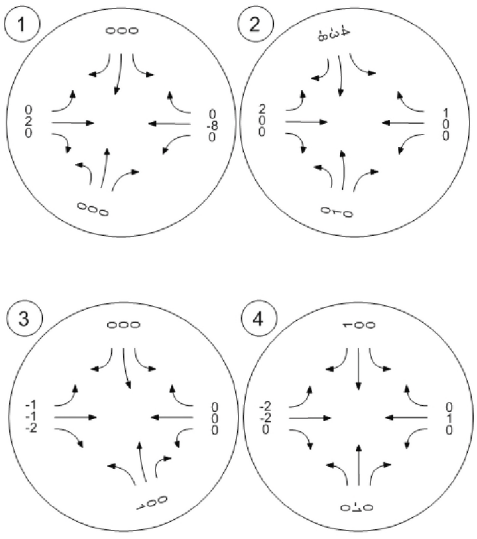
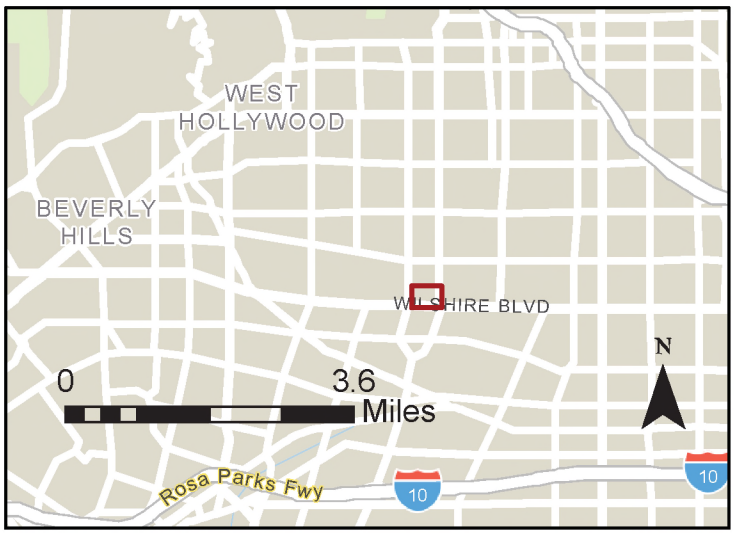


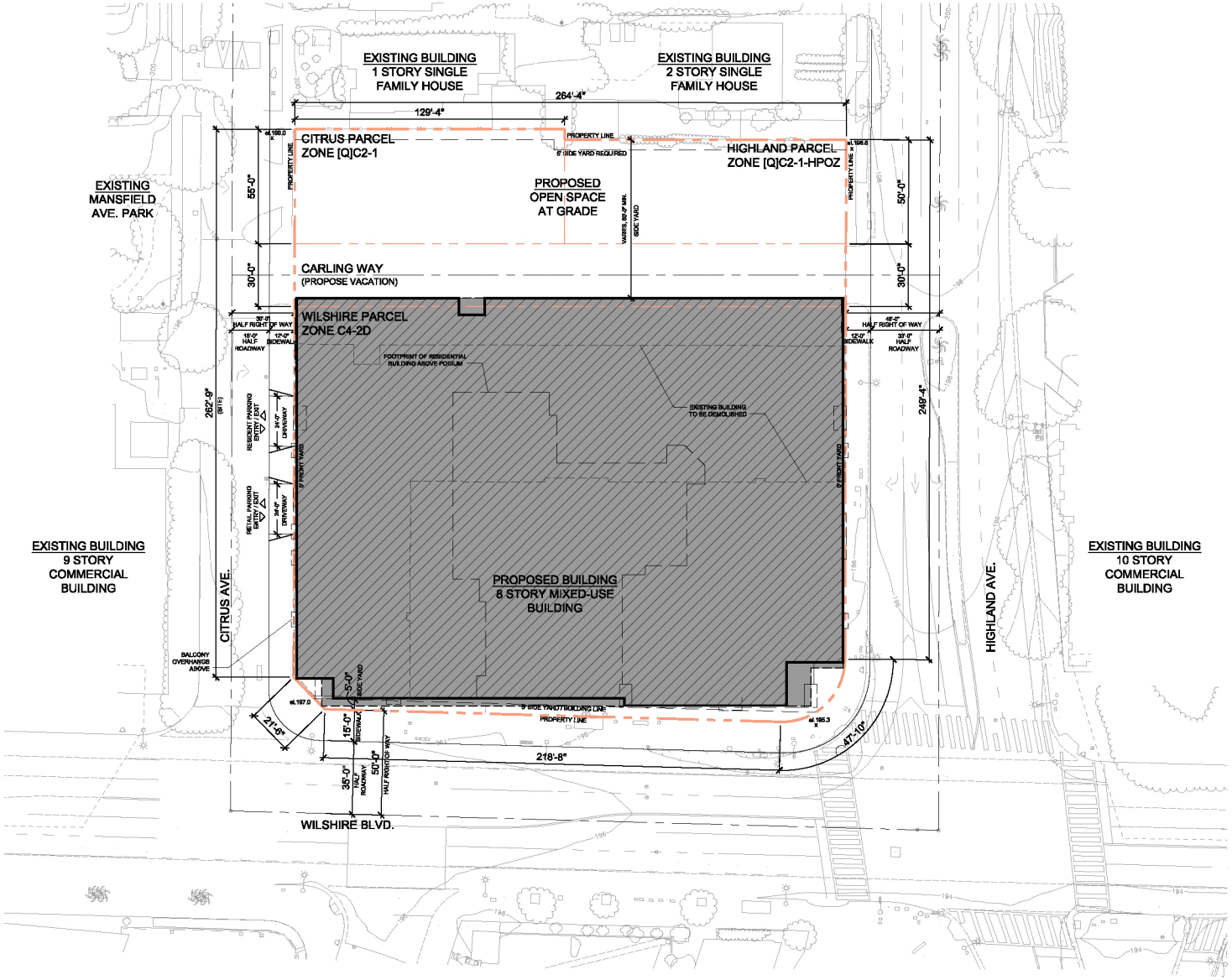
Figure 1. Study Area Map with PM Project Volumes



INTERSECTION VOLUMES







PROJECT ADDRESSES

5001 W. WILSHIRE BLVD, LOS ANGELES CA
671-677 S. HIGHLAND AVE, LOS ANGELES CA
668 S. CITRUS AVE, LOS ANGELES CA

BUILDING DESCRIPTION

- 8-STORY MIXED-USE BUILDING OVER 3 BASEMENT LEVELS OF PARKING
- 243 APARTMENT UNITS, UTILIZING TOC3 DENSITY BONUS
- 10,900 SF COMMERCIAL AT GROUND FLOOR
- 352 PARKING STALLS

PROJECT SUMMARY

SEE SHEET A-1.3 FOR PROJECT SUMMARY

NOTES

- ALL EXISTING STRUCTURES TO BE DEMOLISHED.

LEGEND

- PROPOSED MIXED-USE BUILDING
- BASEMENT PARKING BELOW
- FOOTPRINT OF RESIDENTIAL BUILDING ABOVE PODIUM LEVEL
- EXISTING BUILDING TO BE DEMOLISHED (ALL EXISTING STRUCTURES TO BE DEMOLISHED)

5001 WILSHIRE

LOS ANGELES, CA
TCA # 2020-048

TCA ARCHITECTS

PACIFIC SPRINGS, LLC

TOC PRE-APPLICATION SET
NOVEMBER 10, 2020

0' 25' 50' 100'

PLOT PLAN - PROPOSED

A-1.2

LOT AREA AND ZONING INFORMATION

By Area	Lot Area (SF)	Acres
Wilshire Site	51,601	1.18
Carling Site	13,865	0.32
Carling Way	7,920	
Total	73,386	1.68
By Zone		
C4-2D	55,561	1.28
[Q]C2-1/[Q]C2-1-HPOZ	17,825	0.41
Combined Total	**73,386**	**1.68**

DENSITY

Standard Zoning	Lot Area (SF)	Ratio (Unit per SF)	Units
C4-2D Zone	55,561	1 unit per 400	138
[Q]C2-1/[Q]C2-1-HPOZ	17,825	1 unit per 5,000	3
TOTAL			**141**

Affordable Housing Bonus	Base Density (Round Up)	% Increase	Units
TOC	143	70%	**244**

Proposed	Units
Total	**243**
Studios	66
One-Bedrooms	114
Two-Bedrooms	56
Three-Bedrooms	7

FAR

Permitted	FAR	Lot Area (SF)	Permitted Floor Area (SF)
C4-2D Zone	3 to 1	55,561	166,683
[Q]C2-1/[Q]C2-1-HPOZ	1.5 to 1	17,825	26,738
TOTAL[a]	2.64 to 1	73,386	**193,421**

TOC	Base Floor Area/Lot Area (SF)	TOC Increase (Tier 4)	Permitted Floor Area (SF)
[Q]C4-2-CDO	166,683	50%	250,025
[Q]C2-1-CDO	17,825	3.75 to 1	66,844
TOTAL			**316,868**

Proposed	Floor Area (SF)	FAR
Total - Zoning Code	**281,350**	3.83 to 1
Retail	10,000	
Parking Paseo	550	
Office	900	
Residential	269,900	
Total - Gross Floor Area	468,200	
Residential	441,200	
Commercial	27,000	

HEIGHT AND STORIES

Permitted	Height (FT)	Stories
C4-2D/[Q]C2-1/[Q]C2-1-HPOZ	Unlimited	Unlimited
Transitional Height	Per LAMC 12.21.1.A.10	
Proposed		
Total	105'-0"	8
Transitional Height	Per TOC Tier 3	

YARDS AND SETBACKS

	Front (E/W)*	Side (S)**	Side (N)	Rear
Required	0 Feet	5 Feet	11 Feet	N/A
Provided	0 Feet	5 Feet	60' Feet Min.	N/A

Through Lot with front yards along Highland Avenue and Citrus Avenue
*** 5-foot Building Line along Wilshire Boulevard, Per TOC Yard Incentive*

OPEN SPACE

Required	SF per Unit	Units	Square feet
< 3 Habitable rooms	100	180	18,000
3 Habitable rooms	125	56	7,000
> 3 habitable rooms	175	7	1,225
Total			26,225
Outdoor	at least 50%		13,113
Indoor	up to 25%		6,556

Proposed	Square Feet
Outdoor	
Courtyard	10,000
Green Belt	18,000
Roof Deck	2,000
Total	*30,000*
Indoor	
Amenities	3,400
Total	*3,400*
Private	
Balconies (120 x 50 sf)	*6,000*
TOTAL	**39,400**

		Requirement
Landscape Requirement	7,500	25% provided outdoor common open space
Landscape Provided	7,500	25% provided outdoor common open space
Trees Required	61	1 per 4 dus
Trees Provided	61	

GROSS BUILDING AREA

FLOOR	
8	39,700 SF
7	39,700 SF
6	39,700 SF
5	39,700 SF
4	38,400 SF
3	40,800 SF
2	17,700 SF
1	52,600 SF
B1	53,300 SF
B2	53,300 SF
B3	53,300 SF
TOTAL	**468,200 SF**

PARKING

Required Residential (LAMC)	Per Unit	Units	Residential Spaces
< 3 Habitable rooms	1	66	66
3 Habitable rooms	1.5	114	171
> 3 habitable rooms	2	63	126
Total			363

Required Residential (TOC Tier 3)	Per Unit	Units	Residential Spaces
Residential (per Unit)	0.5	243	122

Required Commercial	Ratio	SF	Spaces
Retail	1 per 250	10,000	40
Office	1 per 500	900	2
TOC Reduction (30%)			30
Total			152

Proposed	Spaces
Commercial	**30**
Standard	25
Compact	*3*
ADA	2
Residential	**324**
Standard	308
Compact	9
Tandem	0
ADA	7
Total	**354**

BICYCLE

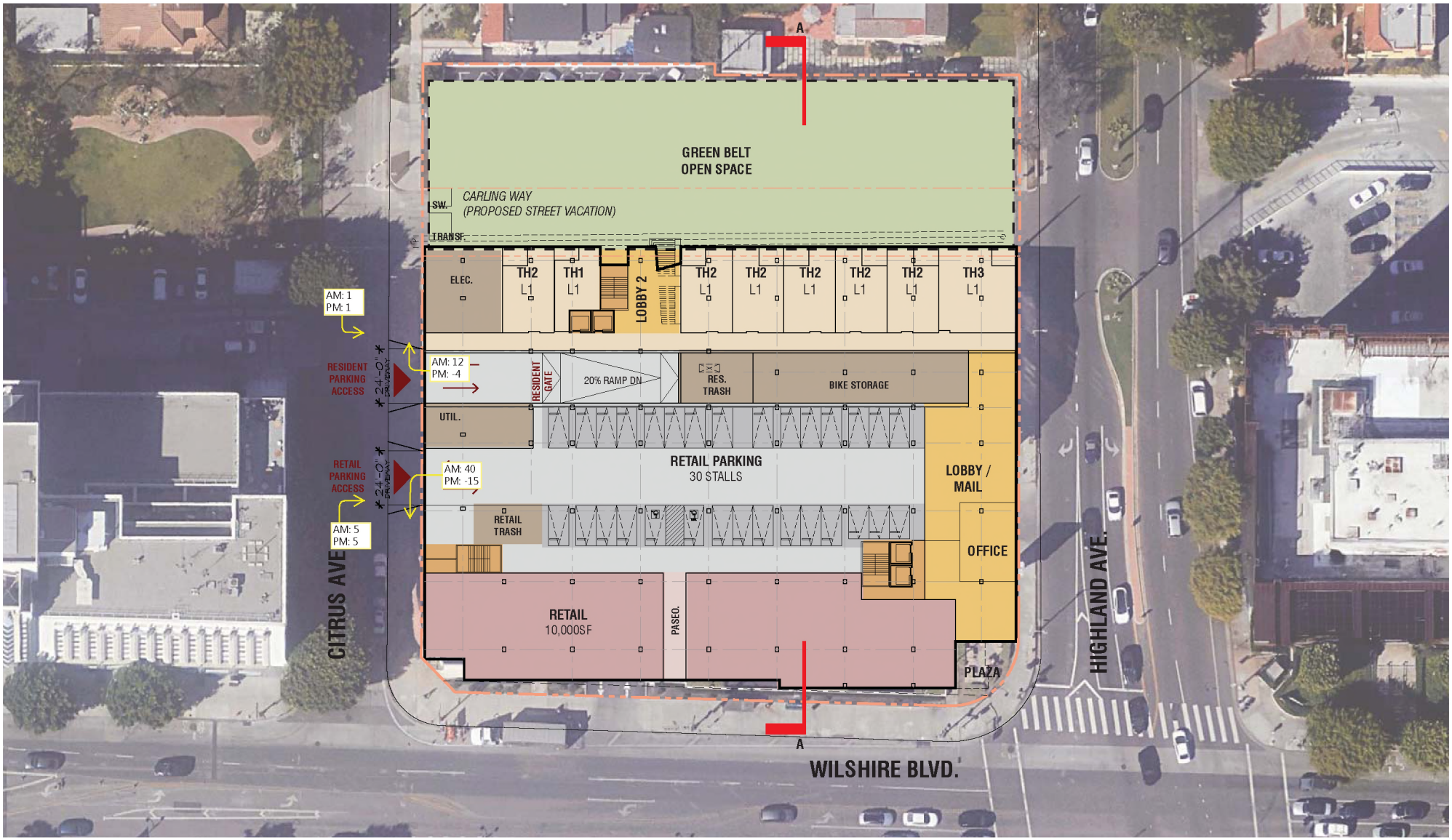
Required Short Term (Residential)	Ratio	Units	Parking Stalls
1 - 25 Dwelling Units	1 per 10	25	2.5
26 - 100 Dwelling Units	1 per 15	75	5
101 - 200 Dwelling Units	1 per 20	100	5
201 - 572 Dwelling Units	1 per 40	43	1.1
Total			*14*

Short Term (Commercial)	Ratio	SF	Parking Stalls
Retail	1 per 2,000	10,000	5
Office	1 per 10,000 (min. 2)	900	2
Total			*7*
Short Term Total			**21**

Long Term (Residential)	Ratio	Units	Parking Stalls
1 - 25 Dwelling Units	1 per 1	25	25
26 - 100 Dwelling Units	1 per 1.5	75	50
101 - 200 Dwelling Units	1 per 2	100	50
201 - 572 Dwelling Units	1 per 4	43	11
Total			*136*

Long Term (Commercial)	Ratio	SF	Parking Stalls
Retail	1 per 2,000	10,000	5
Office	1 per 5,000 (min. 2)	900	2
Total			*7*
Long Term Total			**143**

Proposed	Total
Residential Short Term	14
Residential Long Term	136
Commercial Short Term	7
Commercial Long Term	7



5001 WILSHIRE

LOS ANGELES, CA
TCA # 2020-048

TCA ARCHITECTS

PACIFIC SPRINGS, LLC

TOC PRE-APPLICATION SET
NOVEMBER 10, 2020

0' 20' 40' 80'

SITE / FIRST FLOOR PLAN

A-2.1

LADOT Access Assessment Criteria

This Criteria acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name:
Project Address: 5001 Wilshire Boulevard, Los Angeles, CA 90036

Project Description: 8-story Mixed-use project with 243 residential units and 10.9 KSF of ground-floor commercial

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? □ VMT Calculator ☑ ITE 10th Edition □ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	Multi-family (mid-rise) Residential	243 du	580
	General Retail	10.9 ksf	930
	Total new trips:		1,510

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? □ Yes □ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 15 % S 25 % E 20 % W 40 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)
- Key pedestrian destinations with hours of operation:
  - schools (school times)
  - government offices with a public counter or meeting room
  - senior citizen centers
  - recreation centers or playgrounds
  - public libraries
  - medical centers or clinics
  - child care facilities
  - post offices

- places of worship
- grocery stores
- other facilities that attract pedestrian trips

- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? ☑ Yes ☐ No

If yes, list streets and include distance from the project:

Wilshire Boulevard at 0 (feet)

_____ at _____(feet)

_____ at _____(feet)

_____ at _____(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☑ Yes ☐ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

1,282 (feet) at Wilshire Blvd (June/Keniston to Highland)		2,000 (feet) at 6th Street (Highland to La Brea)	
557 (feet) at Wilshire Blvd (Highland to Mansfield)		_____ (feet) at _____	
698 (feet) at Wilshire Blvd (Mansfield to Sycamore)		_____ (feet) at _____	
280 (feet) at Wilshire Blvd (Sycamore to La Brea)		_____ (feet) at _____	
946 (feet) at Highland Ave (Wilshire to 6th Street)		_____ (feet) at _____	
402 (feet) at 6th Street (McCadden to Highland)		_____ (feet) at _____	

V. Project Construction

Will the project require any construction activity within the city right-of-way? □ Yes □ No

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk
- bike lane
- parking lane
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____

ITE RATES

Pedestrian Trip Generation

Land Use[1]	Intensity	Units[2]	Daily Total	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Trip Generation Rates									
(820) Ground Floor Retail	-	KSF	-	0.14	62%	38%	0.24	48%	52%
(221) Multifamily Housing (Mid-Rise)	-	d.u.	-	0.02	26%	74%	0.03	61%	39%
Trip Generation Estimates									
(820) Ground Floor Retail	10.9	KSF	-	2	1	1	3	1	2
(221) Multifamily Housing (Mid-Rise)	243	d.u.	-	5	1	4	7	4	3
Subtotal			0	7	2	5	10	5	5

Rates from ITE 10th Generation Edition, Walk Trips Category. Distribution based on Vehicle Distribution

ITE RATES

Person Trip Generation

Land Use[1]	Intensity	Units[2]	Daily Total[3]	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Trip Generation Rates									
(820) Ground Floor Retail	-	KSF	-	5.03	54%	46%	7.49	50%	50%
(221) Multifamily Housing (Mid-Rise)	-	d.u.	-	0.32	20%	80%	0.41	61%	39%
Trip Generation Estimates									
(820) Ground Floor Retail	10.9	KSF	820	55	30	25	82	41	41
(221) Multifamily Housing (Mid-Rise)	243	d.u.	1000	78	16	62	100	61	39
Subtotal			1,820	133	46	87	182	102	80
Internal Capture Trip Reduction									
(820) Ground Floor Retail	per NCHRP	-	(160)	(8)	(4)	(4)	(16)	(5)	(11)
(221) Multifamily Housing (Mid-Rise)	per NCHRP	-	(70)	(1)	0	(1)	(7)	(5)	(2)
Subtotal			1,590	124	42	82	159	92	67
Pass-by Trip Reduction[4]									
(820) Ground Floor Retail	50%		(80)	(4)	(2)	(2)	(8)	(3)	(5)
Multifamily Housing (Mid-Rise)	0%		0	0	0	0	0	0	0
TOTAL			**1,510**	**120**	**40**	**80**	**151**	**89**	**62**

Rates from ITE 10th Generation Edition, AM and PM peak hour of generation Person Trips.

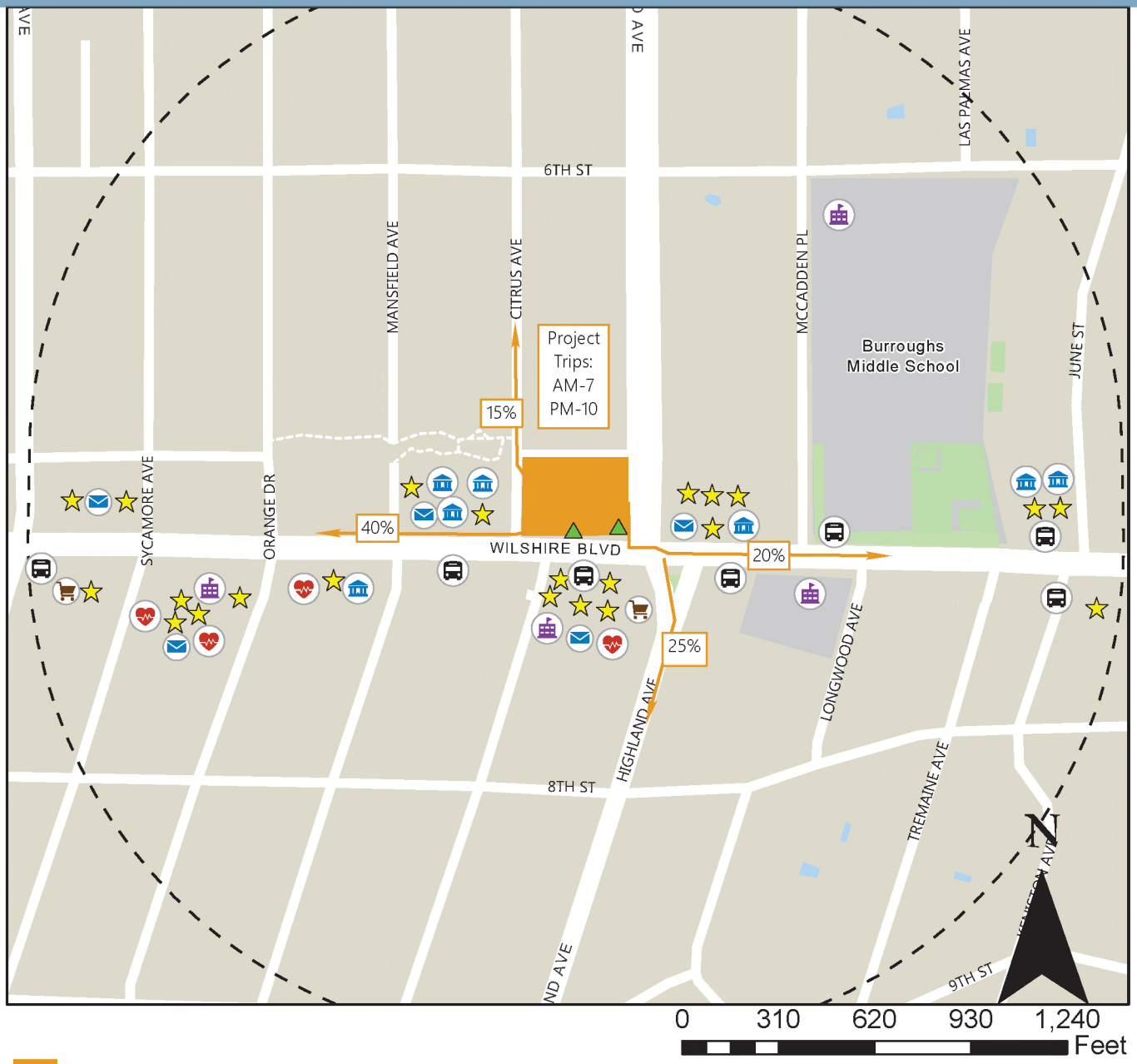
1) Source: ITE Trip Generation Manual, 10th Edition.

2) d.u. = Dwelling units., KSF=thousand square feet

3) Daily Person Trips (and trip credit deductions) derived by taking higher of two peak hour Person Trip rates (and higher absolute value of deductions).

No Existing Credit.

Figure C.1-a: Pedestrian Trip Generation and Destinations



Project

Landmarks and Amenities

- Education
- Government Agency
- Private Industry; Non-Profit/Community Groups
- Postal
- Grocery
- Medical/Pharmacy

Infrastructure

- Bus Stop (Existing)
- Entrance

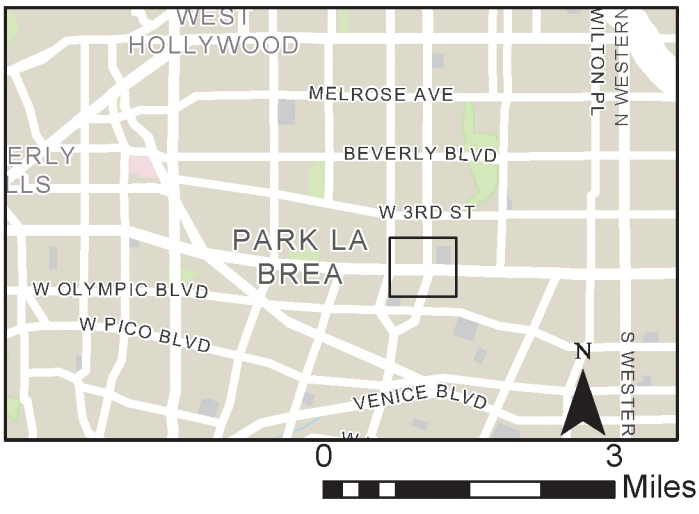
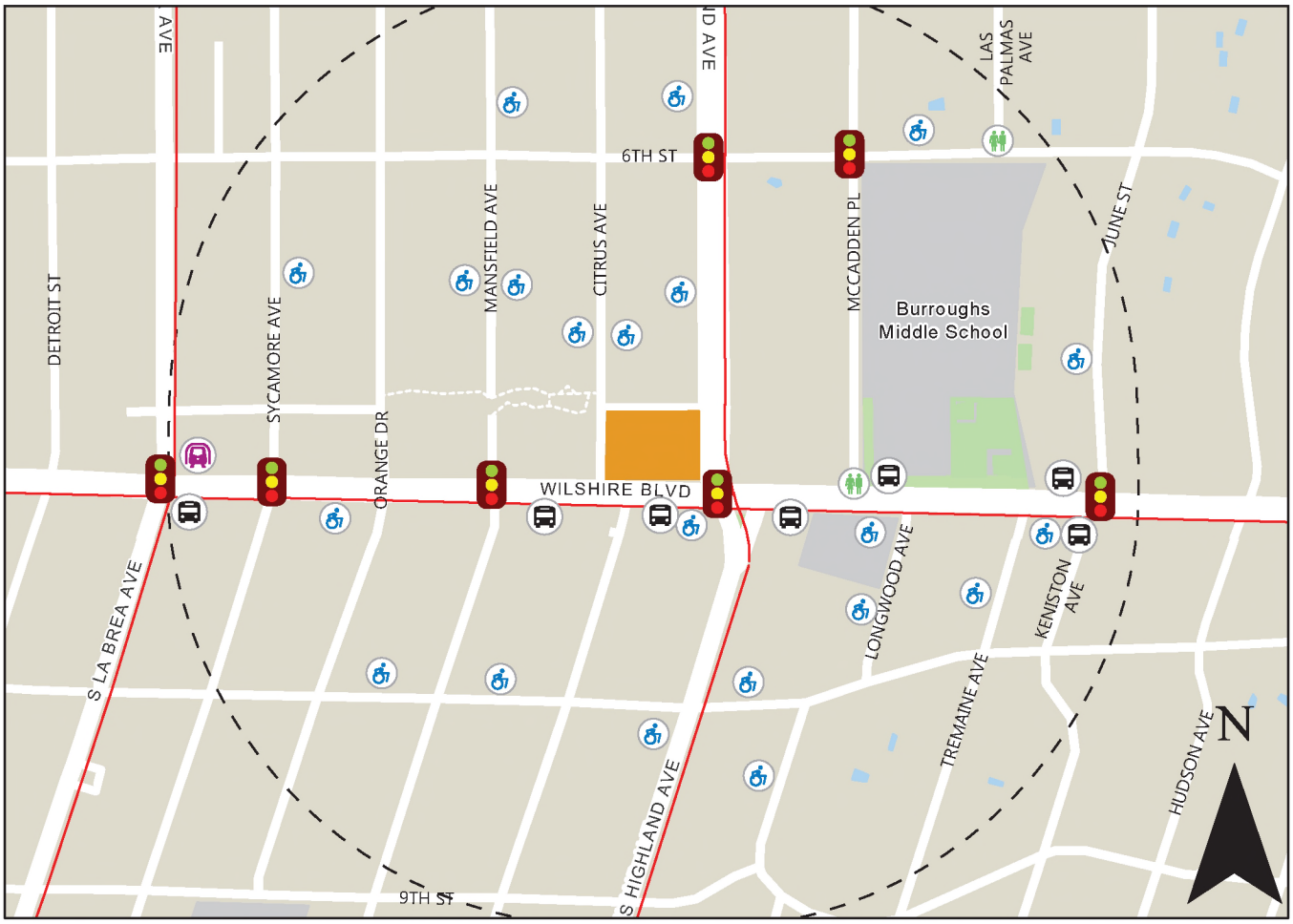


Figure C-1.b: Transit and Bicycle Facilities (Existing and Proposed)

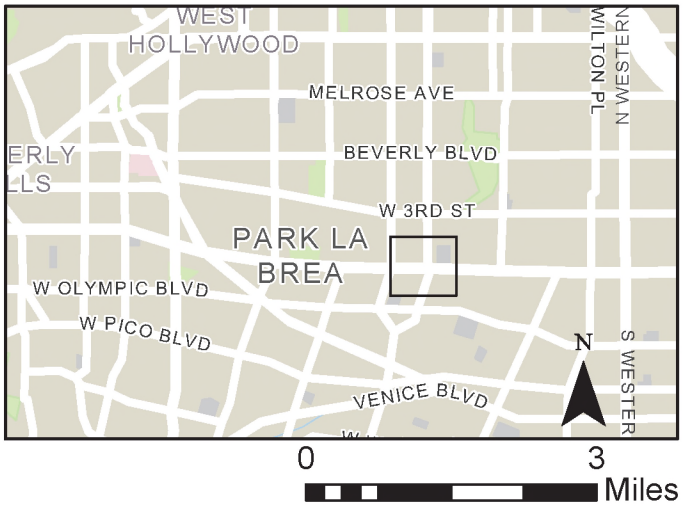


Bicycle and Pedestrian Facilities

- Broken or Damaged Sidewalk
- Signal-controlled Crossing
- Uncontrolled Crosswalk
- Proposed Bikeways (Mobility Plan)

Transit

- Bus Stop (Existing)
- Metro Station (Future)



1100 Corporate Center Drive, Suite 201, Monterey Park, CA 91754
T: (323) 260-4703 | F: (323) 260-4705 | www.koacorp.com
MONTEREY PARK ORANGE ONTARIO SAN DIEGO LA QUINTA

TECHNICAL MEMORANDUM

Date: February 21, 2021 **DRAFT**

To: Jamie Poster Rosenberg - Craig Lawson & Co., LLC

From: Brian Marchetti, AICP

Subject: Roadway Volume Effects of Citrus Avenue Modification Scenarios– 5001 Wilshire Mixed-Use Project

---

KOA analyzed shifts in traffic volumes and project roadway segment volume impacts of various re-configurations of Citrus Avenue, related to the development of the adjacent site at 5001 Wilshire Boulevard. The four full and partial closure scenarios of Citrus Avenue are as follows:

1a) Opening up Citrus Avenue to northbound and southbound travel at Mansfield Avenue Park and closing the Carling Way alley between Citrus Avenue and Highland Avenue
1b) Opening up Citrus Avenue to northbound travel only at Mansfield Avenue Park and closing the Carling Way alley between Citrus Avenue and Highland Avenue
1c) Opening up Citrus Avenue to southbound travel only at Mansfield Avenue Park and closing the Carling Way alley between Citrus Avenue and Highland Avenue
2) Closing Citrus Avenue and the Carling Way alley to all traffic

The analysis of these scenarios and neighborhood roadway impact conclusions are summarized below.

Traffic Volume Shifts

KOA analyzed shifts in traffic volumes (vehicle trips moving to alternate roadways based on access changes) based on existing area traffic volumes and local trip patterns observed using big traffic data from conglomerated mobile device patterns. This data came from Streetlight Data's Insight traffic analysis tool.

Base volumes also were defined by average year-2019 volumes on the analyzed segments from Streetlight Data. An analysis of existing area local roadway volumes and comparison to Streetlight Data results indicated that the Streetlight Data volumes were higher and therefore those were applied to the analysis.

For the Citrus Avenue opening scenarios (1a through 1c), the analysis assumes that traffic diverts to Citrus Avenue from nearby streets in both the northbound and southbound directions. The diversions incorporate traffic from Orange Drive, Sycamore Avenue and Highland Avenue, which run parallel to Citrus Avenue, and traffic headed to or from Wilshire Boulevard via the parallel through streets. A significant component of the diversion (including all of the diversions from Orange and Sycamore and a proportion of the diversion from the Highland) consists of traffic detouring around the closure on Mansfield Avenue just north of Wilshire.

In scenario 2, traffic headed to Highland Avenue and Wilshire Boulevard via Carling Way is shifted from Citrus Avenue due to the full closure of Citrus and Carling by Mansfield Avenue Park (adjacent to the project site). Traffic from Citrus Avenue diverts to Highland Avenue, Orange Drive and Sycamore Ave. These diversions are also incorporated into scenario 1b, as the closure of Citrus to southbound movement prevents southbound travel to Highland and Wilshire.

Table 1 breaks down the diversions by their primary source or origin (providing the total diversions used in the Level-of-service analysis. The Attachment A figures illustrate the diversion patterns for each scenario, showing any increases (green) or decreases (red) on through or turn movements and the total traffic entering or exiting the area at the ultimate origin or destination of the diverted trips.

Table 1. Traffic Shifts by Scenario and Origin

Origin	Scenario 1a Shifts		Scenario 1b Shifts		Scenario 1c Shifts	Scenario 2 Shifts
	NB	SB	NB	SB	NB	SB
Highland, Southbound Right @ Wilshire	-	370	-		370	-
Highland, Northbound Thru @ Wilshire	543	-	543		-	-
Mansfield, north of 6th	-	34	-		34	-
Mansfield, 6th to Wilshire	-	21	-		21	-
Mansfield, south of Wilshire	79	-	79		-	-
Citrus Avenue to Carling Way		-26		-430	-26	-430
Total	622	399	622	-430	399	-430

Scenario 1b includes the Northbound shifts from Scenario 1 and the Southbound shifts from Scenario 2. Scenario 1c includes just the Southbound shifts from Scenario 1.

Roadway Volume Effects

Table 1 compares roadway Level-of-Service under future pre-diversion, post-diversion and post-diversion with project conditions with the Scenario 1 (Citrus Avenue Opening in both directions) diversions. The project diversions cause slight decreases in volumes on Sycamore Avenue and Orange Drive and a considerable increase in volumes on Citrus Avenue (as traffic diverts from the former two streets to the latter), and a significant impact per City of Los Angeles traffic guidelines thresholds for local roadway volume increases.

Project traffic increases volumes slightly on Citrus Avenue. Level-of-Service remains satisfactory on all three segments under pre- and post-project conditions and there are no significant impacts.

Table 1. Volumes and Effects of Scenario 1a (Citrus Avenue Opening)

	Roadway Segment	Existing			Future No Project			Future No Project with Shifts			Future Post-Project with Shifts			Diff in Vols, from No Project	Percent Increase	Standard
		Daily Volume	V/C	LOS	Daily Volume	V/C	LOS	Daily Volume	V/C	LOS	Daily Volume	V/C	LOS			
A	Sycamore Avenue, between 6th Street and Wilshire	3,347	0.669	B	3,381	0.676	B	3,362	0.672	B	3,362	0.672	B	-19	-0.56%	8%
B	Orange Avenue, between 6th Street and Wilshire	2,973	0.595	A	3,003	0.601	B	2,983	0.597	A	2,983	0.597	A	-20	-0.67%	10%
C	Citrus Avenue, between 6th Street and Wilshire	2,933	0.587	A	2,962	0.592	A	3,983	0.797	C	4,049	0.810	D	1,087	**36.70%**	8%

Existing daily volume source: Streetlight Data, average weekday for year 2019; Factored to year 2021.

Tables 2 and 3 evaluate roadway volume effects with and without diversions with the Scenario 1b and 1c (Citrus Avenue opening in northbound and southbound directions, respectively) diversions.

Both diversions have similar effects to the Scenario 1a diversions. In Scenario 1b, volumes decrease slightly on Sycamore Avenue and Orange Drive (as northbound traffic diverting from Mansfield shifts to Citrus) and increase on Citrus Avenue (as traffic diverts to the street).

In Scenario 1c, volumes remain constant in the post-diversion conditions on Sycamore Avenue and Orange Drive (with no diversion of southbound traffic from these streets) and increase on Citrus Avenue. Volumes increase with project traffic on Citrus Avenue and there would be a significant impact per City of Los Angeles traffic guidelines thresholds for local roadway volume increases.

Table 2. Volumes and Effects of Scenario 1b (Citrus Avenue Partial Opening)

	Roadway Segment	Existing			Future No Project			Future No Project with Shifts			Future Post-Project with Shifts			Diff in Vols, from No Project	Percent Increase	Standard
		Daily Volume	V/C	LOS	Daily Volume	V/C	LOS	Daily Volume	V/C	LOS	Daily Volume	V/C	LOS			
A	Sycamore Avenue, between 6th Street and Wilshire	3,347	0.669	B	3,381	0.676	B	3,362	0.168	A	3,362	0.168	A	-19	-0.56%	8%
B	Orange Avenue, between 6th Street and Wilshire	2,973	0.595	A	3,003	0.601	B	2,983	0.149	A	2,983	0.149	A	-20	-0.67%	8%
C	Citrus Avenue, between 6th Street and Wilshire	2,933	0.587	A	2,962	0.592	A	3,154	0.158	A	3,220	0.161	A	258	**8.71%**	10%

Existing daily volume source: Streetlight Data, average weekday for year 2019; Factored to year 2021.

Table 3. Volumes and Effects of Scenario 1c (Citrus Avenue Partial Opening)

	Roadway Segment	Existing			Future No Project			Future No Project with Shifts			Future Post-Project with Shifts			Diff in Vols, from No Project	Percent Increase	Standard
		Daily Volume	V/C	LOS	Daily Volume	V/C	LOS	Daily Volume	V/C	LOS	Daily Volume	V/C	LOS			
A	Sycamore Avenue, between 6th Street and Wilshire	3,347	0.669	B	3,381	0.676	B	3,381	0.169	A	3,381	0.169	A	0	0.00%	8%
B	Orange Avenue, between 6th Street and Wilshire	2,973	0.595	B	3,003	0.601	A	3,003	0.150	A	3,003	0.150	A	0	0.00%	8%
C	Citrus Avenue, between 6th Street and Wilshire	2,933	0.587	A	2,962	0.592	C	3,361	0.168	A	3,427	0.171	A	465	**15.70%**	8%

Existing daily volume source: Streetlight Data, average weekday for year 2019; Factored to year 2021.

Table 4 provides the volume effects of diversions based on Scenario 2. In contrast to the first three scenarios, roadway volumes increase on Sycamore Avenue and Orange Drive and decrease considerably on Citrus Avenue, as southbound traffic headed to Carling Way diverts from Citrus to alternate routes. Volumes increase slightly with project traffic on the Citrus segment but not enough to outweigh the effects of the traffic diversion. There would be no significant impacts under this scenario.

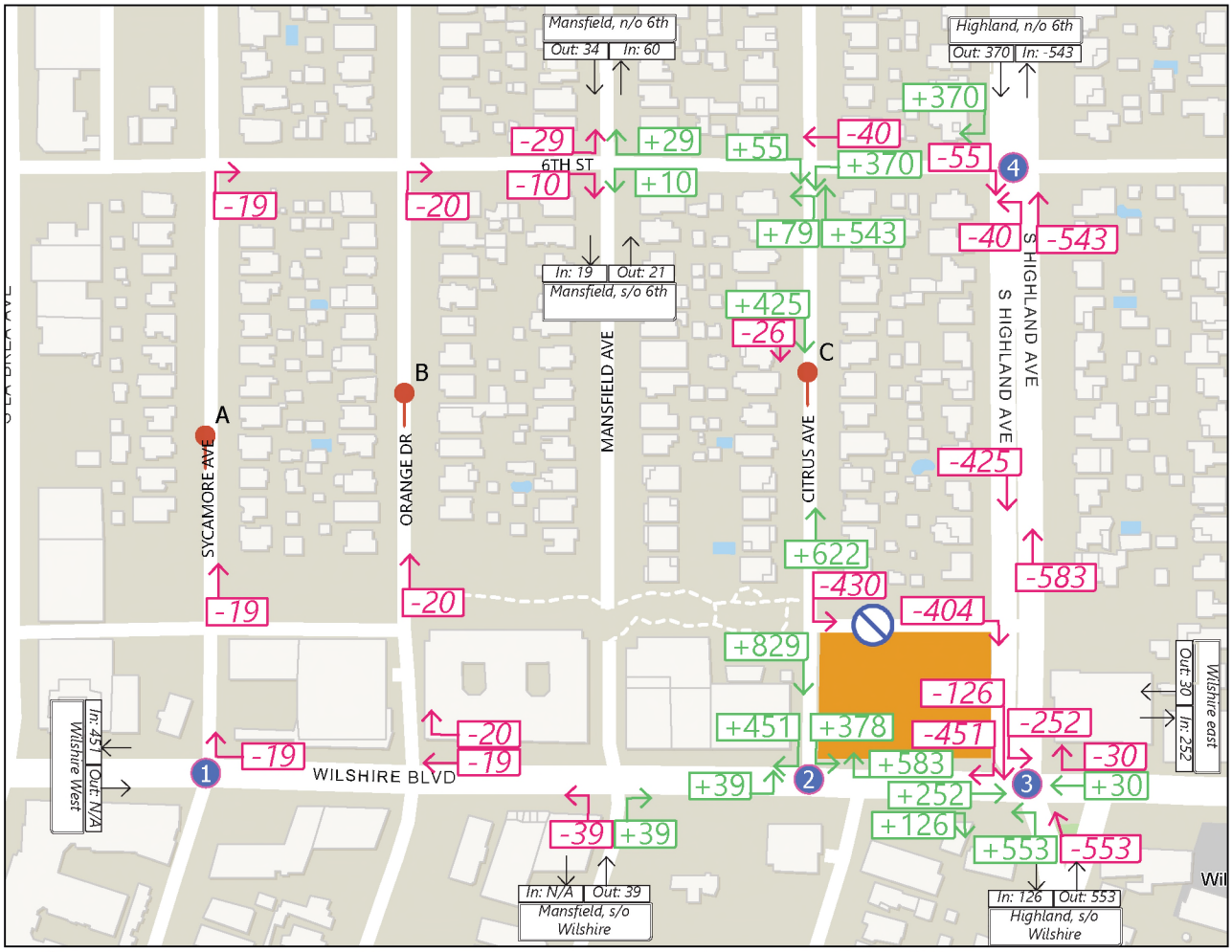
Table 4. Volumes and Effects of Scenario 2 (Full Closure of Citrus Avenue)

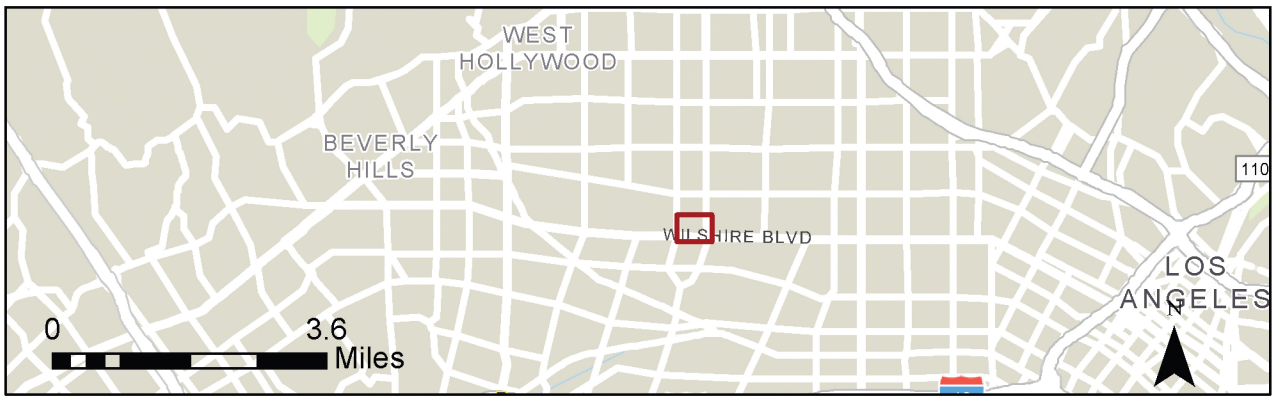
	Roadway Segment	Existing			Future No Project			Future No Project with Shifts			Future Post-Project with Shifts			Diff in Vols, from No Project	Percent Increase	Standard
		Daily Volume	V/C	LOS	Daily Volume	V/C	LOS	Daily Volume	V/C	LOS	Daily Volume	V/C	LOS			
A	Sycamore Avenue, between 6th Street and Wilshire	3,347	0.669	B	3,381	0.676	B	3,435	0.687	B	3,435	0.687	B	54	1.60%	8%
B	Orange Avenue, between 6th Street and Wilshire	2,973	0.595	A	3,003	0.601	B	3,030	0.606	B	3,030	0.606	B	27	0.90%	8%
C	Citrus Avenue, between 6th Street and Wilshire	2,933	0.587	A	2,962	0.592	A	2,532	0.506	A	2,598	0.520	A	-364	**-12.29%**	8%

Existing daily volume source: Streetlight Data, average weekday for year 2019; Factored to year 2021.

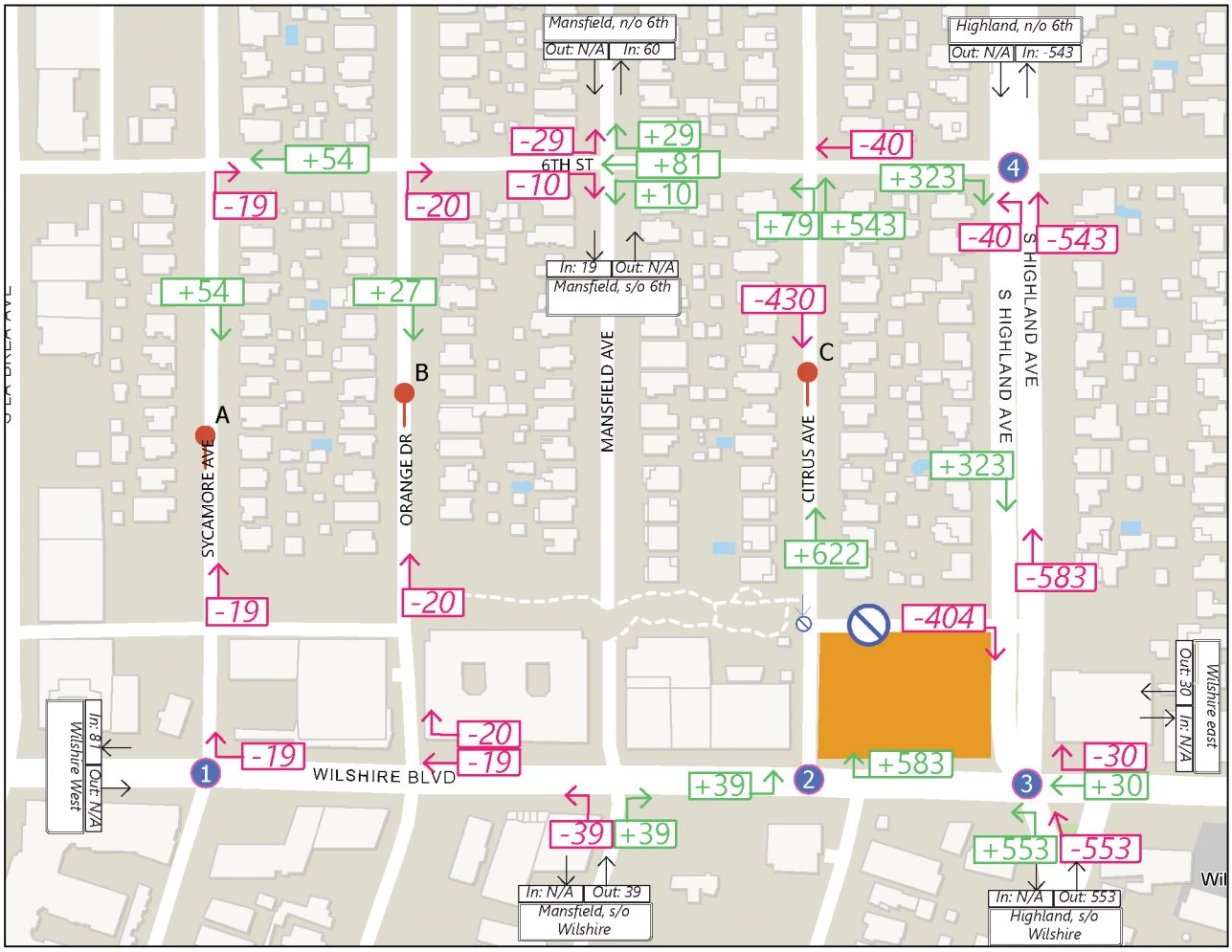
ATTACHMENT A – VOLUME SHIFT FIGURES

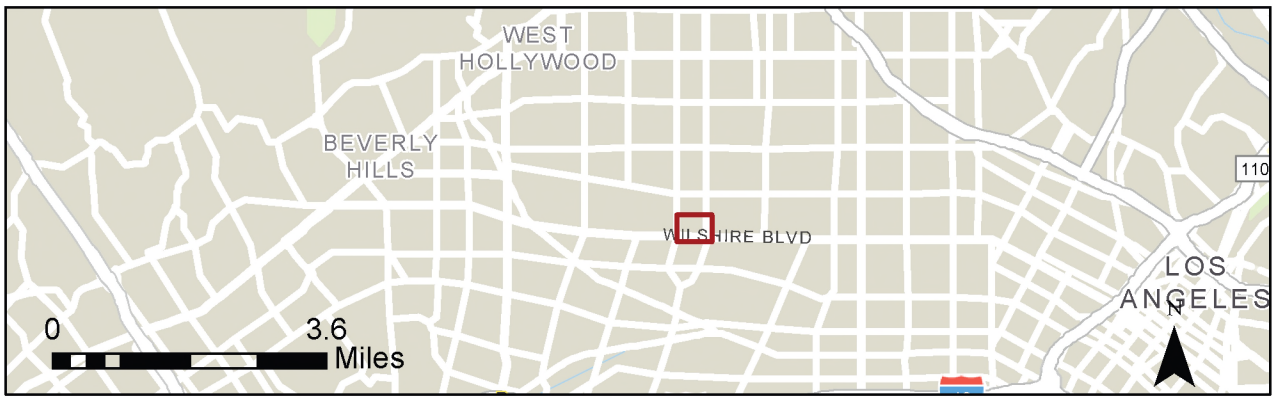
Scenario 1. Roadway Segment Shifts with Citrus opening in both directions



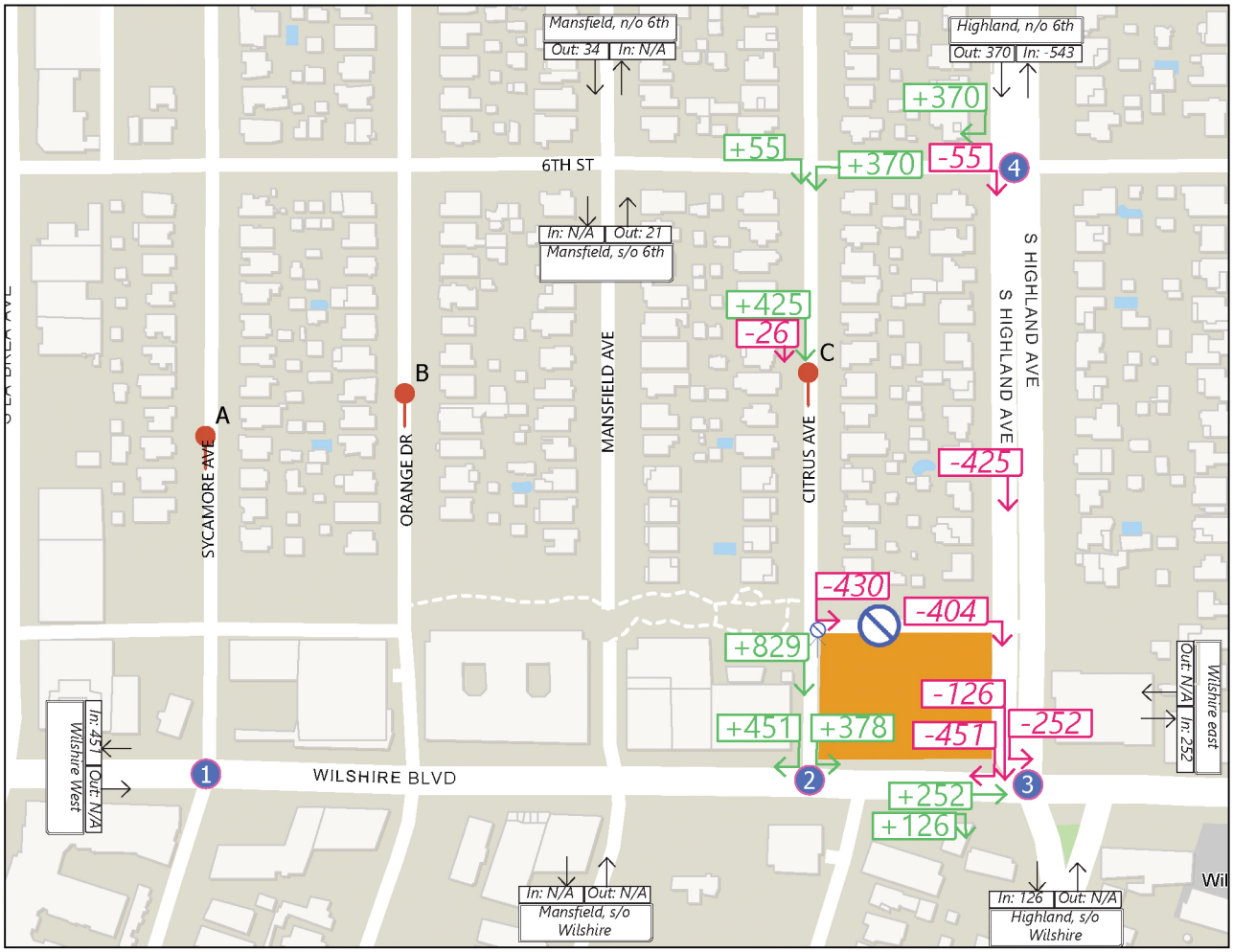


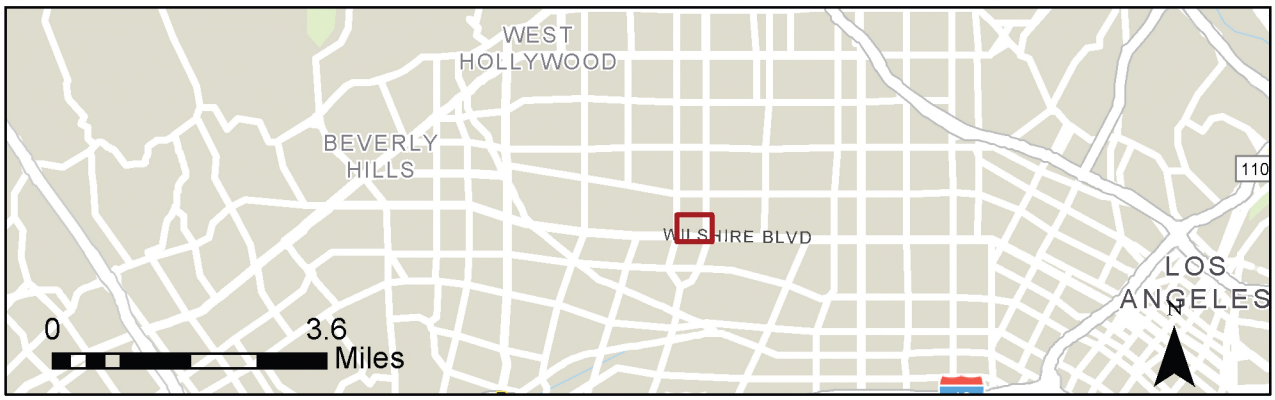
Scenario1b Roadway Segment Shifts with Citrus opening-NB Only



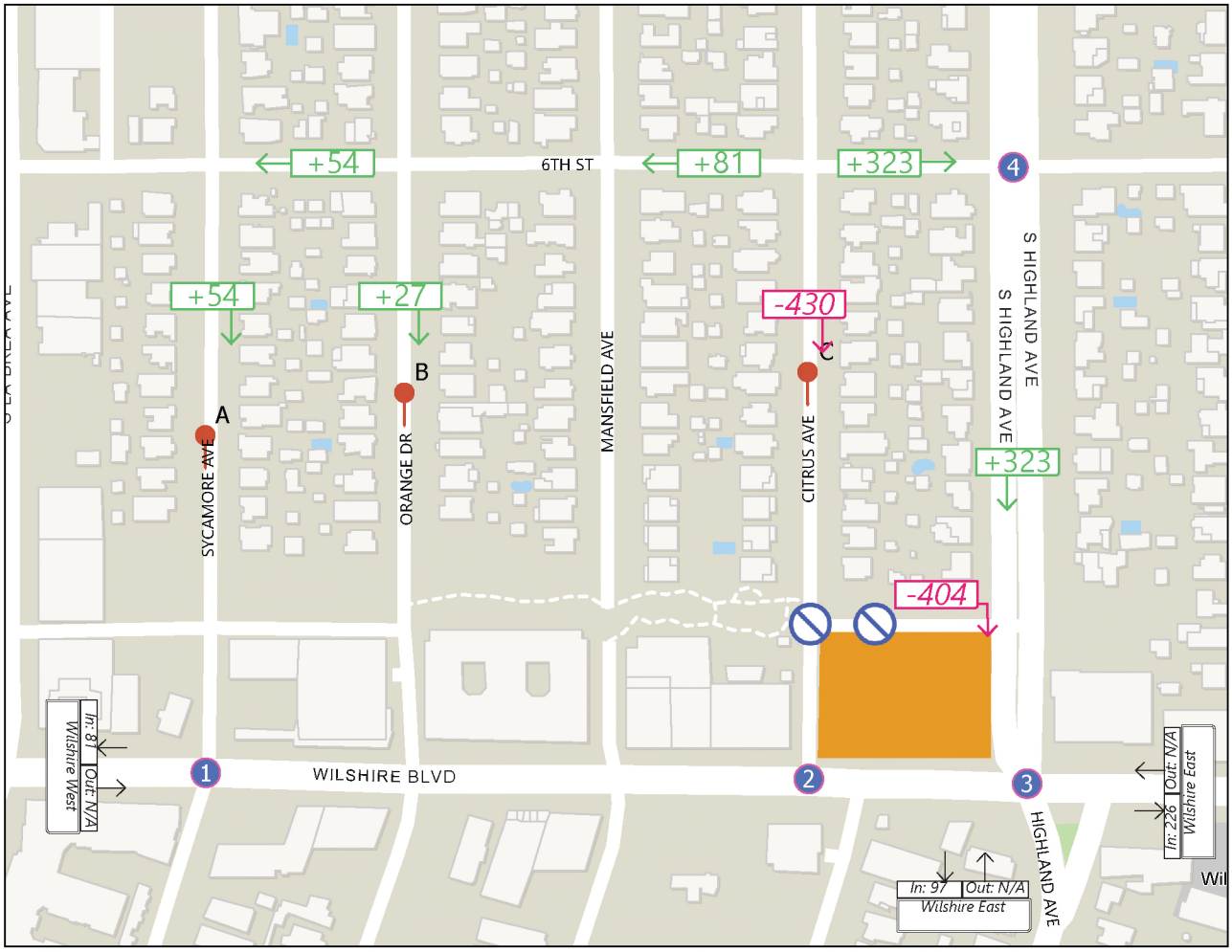


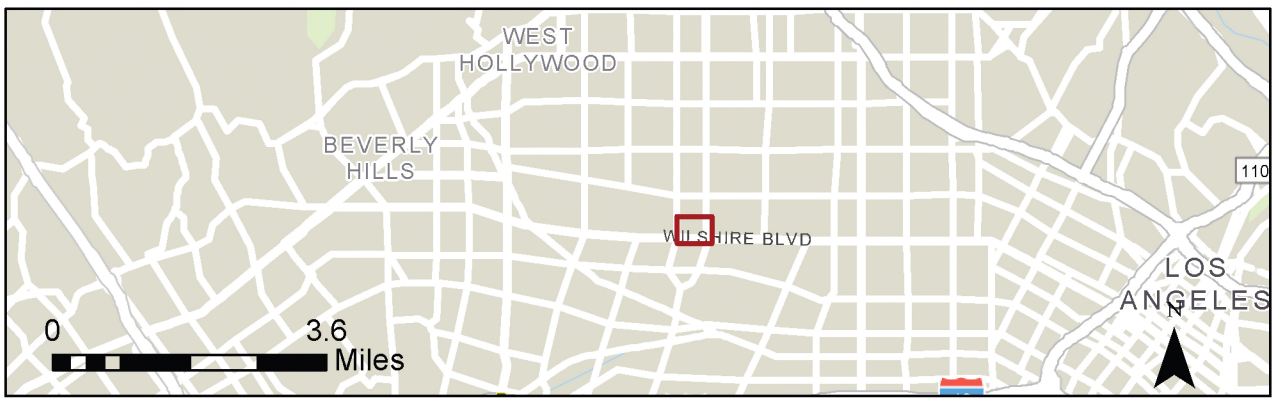
Scenario1c Roadway Segment Shifts with Citrus opening-SB Only





Scenario 2. Roadway Segment Shifts with Carling Way Closure





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MONTEREY PARK ORANGE ONTARIO SAN DIEGO LA QUINTA CULVER CITY

TECHNICAL MEMORANDUM

Date: March 16, 2021

To: Jamie Poster Rosenberg - Craig Lawson & Co., LLC

From: Brian Marchetti, AICP

Subject Supplemental Traffic Analysis - Construction Traffic – 5001 Wilshire Blvd.

KOA conducted a supplemental analysis for this summary technical memorandum, as part of traffic analysis efforts for the proposed project at 5001 Wilshire Boulevard. The focus of the analysis was trip generation and truck routing for the project construction period.

Construction Period Trip Generation

Construction period traffic was examined based on the anticipated number of daily truck trips during the peak period of construction, with the following assumptions based on project planning by the applicant:

- 65,095 cubic yards (CY) of grading export
- Trucks with a capacity of 14 CY per haul trip
- Round hauling truck trips at 4,650
- Grading period duration of 66 working days
- 71 round trips by truck per day, nine round trips per hour on eight-hour workday
- An on-site construction employee population of 20 persons

The construction period trip generation calculations are provided in Table 1. The total trip generation in vehicle equivalents would be 395 on a daily basis, with 66 of those trips occurring in both the a.m. peak hour and the p.m. peak hour.

The proposed project in the operations period would generate a net total of 296 daily trips, including 55 trips in the a.m. peak hour and a net negative total of 24 trips in the p.m. peak hour.

Table 1 – Truck Trip Generation Forecast

Trip Type	Average Daily	AM Peak			PM Peak		
		Total	In	Out	Total	In	Out
Personnel	40	20	20	0	20	0	20
Truck Hauling	142	18	9	9	18	9	9
Adjustment Factor							
Passenger Car Equivalency (Truck)	2.5						
Adjusted Values							
Employees	**40**	**20**	**20**	**0**	**20**	**0**	**20**
Haul Trucks	**355**	**45**	**23**	**23**	**45**	**23**	**23**
Total	**395**	**66**	**43**	**23**	**66**	**23**	**43**

Construction Period Operations Analysis

The study area data for the main project Traffic Assessment was used to analyze construction traffic with the trip generation defined in Table 1. At the three signalized study intersections, the increase in average vehicle delay would be minimal, ranging from no increase to 1.9 seconds. The LOS value worsens for the intersection of Highland Avenue/6th Street in the PM peak hour, from E to F, but the intersection under existing conditions is operating near the upper limits of LOS E conditions.

At the unsignalized study intersection of Citrus Avenue/Wilshire Boulevard, delay is based on the worst-case delay at the side-street (stop-sign controlled) approaches with the Wilshire Boulevard approaches as uncontrolled. Existing delay at the minor approaches at this location is high, but the project construction only causes minor delay increases of 3.4 seconds in the AM peak hour and 17.5 seconds in the PM peak hour (both less than a 10 percent increase), due to increases in traffic on Wilshire Boulevard.

Based on this analysis, the construction effects at the study intersections are less than significant.

Table 2 – Construction Period Study Area Analysis

	Study Intersections	Peak Hour	Existing Conditions		Existing with Construction		Change in Delay
			Delay in Sec.	LOS	Delay in Sec.	LOS	
1	Sycamore Drive and Wilshire Boulevard	AM	5.2	A	6.0	A	0.8
		PM	4.5	A	4.5	A	0.0
2	Citrus Avenue and Wilshire Boulevard *	AM	45.4	E	48.8	E	3.4
		PM	225.5	F	243.0	F	17.5
3	Highland Avenue and Wilshire Boulevard	AM	162.9	F	164.5	F	1.6
		PM	201.4	F	203.3	F	1.9
4	Highland Avenue and 6th Street	AM	64.4	E	65.4	E	1.0
		PM	79.5	E	81.3	F	1.8

LOS = Level of Service; HCM average vehicle delay shown in X.X format.

** One-way stop - delay is based on stop controlled approach at the intersection*

Truck Hauling Route

Project haul trucks will need to be routed to avoid residential roadways and non-arterial roadways, and to also avoid left-turn movements into and out of the project site. The proposed haul truck route is provided in Attachment A, with arriving trucks exiting the I-10 freeway and heading north on Crenshaw Boulevard and west on Wilshire to the project site. Exiting trucks would head west on Wilshire and south on La Brea to the I-10 freeway.

ATTACHMENT A –

PROPOSED CONSTRUCTION TRUCK HAUL ROUTE
AND TURN-BY-TURN LIST