FEHR PEERS

DRAFT TECHNICAL MEMORANDUM

Date: January 16, 2019

To: Wes Pringle, LADOT

From: Amanda Heinke, Fehr & Peers

Subject: ***Updated Construction Analysis for 3600 Wilshire Project***

Ref: LA16-2826

This technical memorandum summarizes the updated construction schedule for the 3600 Wilshire Project. The 3600 Wilshire Project Traffic Study was approved by LADOT in March 2017, herein referred to as the Traffic Study. Subsequently, the construction phasing and schedule has been updated. This memorandum summarizes the changes to the construction assumptions.

PROJECT DESCRIPTION

The project site is currently a privately-owned parking lot with an office building that will remain on the site. The existing office has 385,520 square feet of commercial space, including office, retail, restaurants, and a bank.

The Project as analyzed involves the construction of 760 condominium units and 6,359 square feet of retail space. The Project will demolish the existing parking structure and build six levels of parking, two levels underground and four levels aboveground. The parking structure will replace the parking for the existing office building and provide new parking for the new Project uses.

CONSTRUCTION SCHEDULE

As documented in the Traffic Study, construction of the Project was anticipated to begin in September 2017 and be constructed in three phases. The total duration of construction at the site was expected to take a total of approximately 72 months, or 6 years, to complete.

- Phase I – Main parking structure (September 2017 – September 2018)
- Phase II – South Tower construction with parking under tower (September 2018 – 2020)
- Phase III – West Tower construction with parking under tower (September 2021 – 2023)

The updated construction schedule is anticipated to begin in in December 2021 and is expected to take a total of 24 months, or two years, to complete. The South Tower and West Tower will be constructed concurrently, as opposed to separate phases previously.

- Phase I – Main parking structure (December 2021 – June 2022)
- Phase II – South and West Tower construction with parking under tower (June 2022 – December 2023)

CONSTRUCTION TRUCKS & EMPLOYEES

Haul Trucks

Hauling activity is expected to occur during the first stage, mostly during demolition. Up to 341 haul trucks per day are anticipated on peak haul days during Phase I. Haul trucks are not anticipated under Phase II. Hauling hours remain to be anticipated from 7:00 AM to 5:00 PM.

Equipment and Delivery Trucks

In addition to haul trucks, the site is expected to generate equipment and delivery trucks during each phase of construction. Minimal delivery/equipment trucks are expected to be needed under the demolition and site preparation stage of construction. During construction, Phase I and II are expected to generate up to 79 equipment/delivery trucks per day on peak activity days.

Construction Employees

The number of construction workers would vary throughout the construction period with the construction stages generating the highest number of trips. During the construction of the parking structure under Phase I, the demolition and site preparation is expected to involve a total of 30 workers on site daily. The construction stage of Phase I is expected to involve a total of 444 workers on site daily. During the construction of the South and West Towers under Phase II, a total of 444 workers are expected on site daily on a peak day.

PARKING DURING CONSTRUCTION

In order to accommodate the simultaneous construction of the South and West Tower, the existing parking structure will not be useable by the existing office tenants for the duration of Phase I, approximately six months.

During Phase I, the parking for existing office tenants is anticipated to be accommodated by the parking structures of properties within 750 feet of the Project (such as 3550 Wilshire Boulevard, 3660 Wilshire Boulevard, 3530 Wilshire Boulevard, 3545 Wilshire Boulevard, and 3699 Wilshire Boulevard) as may be permitted by the Los Angeles Department of Building and Safety until the new on-site parking structure is completed.

When Phase I is completed, office employees and construction workers are anticipated to park in the new parking structure on site, pending approval from the City of Los Angeles Department of Building and Safety.

CONSTRUCTION TRIP GENERATION

As the construction schedule and phasing has been updated, the construction trips during each phase has been updated as well for daily, morning and evening peak hour passenger car equivalent (PCE) trips. Consistent with the assumptions in the Traffic Study, it was assumed that up to 40% of the construction workers will arrive during the peak morning commute hour and 40% will depart during the peak evening commute hour as construction workers often travel to and from a worksite outside of the typical peak commute hours. Haul and delivery/equipment trucks were assumed to occur evening throughout the 11-hour construction day. A PCE factor of 2.5 was assumed for haul

trucks assuming the use of double-belly trailer trucks and a PCE factor of 2.0 was used for delivery trucks.

Tables 1 and 2 show a summary of construction period trip generation under each phase of construction. As shown in the tables, the peak daily construction activity would occur during the demolition and site preparation stage of Phase I (parking garage). The peak construction activity during the peak hours would occur during the construction stage of Phase I (parking garage) and Phase II (south and west towers). The maximum daily trip generation of 1,765 daily PCE trips would occur during Phase I under the demolition and site preparation phase. The maximum peak hour trip generation of 206 PCE trips would occur during each of the morning and evening peak hours during the construction stage of Phase I (parking garage) and Phase II (south and west towers).

At any given time, the peak construction activity is estimated to generate fewer daily and peak hour trips than are projected for the Project once it is completed and occupied (3,307 daily trips, 249 AM peak hour trips, and 309 PM peak hour trips, as shown in Table 4). This conclusion was also reached in the Traffic Study.

SUMMARY

With the updated construction phasing and schedule for the 3600 Wilshire Project, the Project's parking plans during construction as well as projected construction trip generation have been updated. With the updated phasing, existing office workers would no longer be able to park in a portion of the parking structure during construction as disclosed in the Traffic Study, but rather would park in in nearby lots. This also applies to construction workers as well. Sufficient off-site parking is anticipated to be available for the existing office users and construction workers throughout construction.

With regards to the construction trip generation, the updated trip generation would still generate less daily and peak hour trips than the Project's trip generation.

The construction impact analysis described in the Traffic Study which assesses project impacts according to the LA CEQA Thresholds Guide would remain unchanged with the updated construction phasing and schedule. Therefore, with the updated construction information, the construction impact conclusion remains the same as disclosed in the Traffic Study, less than significant.

TABLE 1
3600 WILSHIRE PROJECT
CONSTRUCTION PERIOD TRIP GENERATION - PHASE I PARKING GARAGE

Peak Daily Activity Under Each Stage		
	Demolition & Site Preparation	**Construction**
Construction Workers	*30*	*444*
Passenger Car Equivalent (PCE) factor	1.0	1.0
Haul Trucks	*341*	*0*
Type of Trucks	Double-belly Trailer	Double-belly Trailer
Passenger Car Equivalent (PCE) factor	2.5	2.5
Delivery/Equipment Trucks	*0*	*79*
Type of Truck	Super 10s	Super 10s
Passenger Car Equivalent (PCE) factor	2.0	2.0

CONSTRUCTION PERIOD TRIP GENERATION

Phase	Daily PCE Trips [1]	Morning Peak Hour PCE Trips			Evening Peak Hour PCE Trips		
		In	Out	Total	In	Out	Total
Demolition & Site Preparation							
Construction Worker Trips[2]	60	12	0	12	0	12	12
Haul Truck Trips [3]	1,705	78	78	156	78	78	156
Delivery/Equipment Truck Trips [3]	0	0	0	0	0	0	0
Stage 1 Total	***1,765***	***90***	***78***	***168***	***78***	***90***	***168***
Construction							
Construction Worker Trips[2]	888	178	0	178	0	178	178
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	316	14	14	28	14	14	28
Stage 2 Total	***1,204***	***192***	***14***	***206***	***14***	***192***	***206***

PCE - Passenger car equivalent

Notes:

[1] - Daily trips were calculated by counting two trips, one inbound and one outbound trip for each vehicle

[2] - Up to 40% of the construction workers were assumed to arrive during the morning peak hour of adjacent street traffic. A total of up to 40% worker were assumed to depart during the evening peak hour.

[3] - Daily haul, delivery/equipment, and trash truck trips were assumed to occur evenly throughout an 11-hour construction day. Therefore, the daily truck trips were divided by 11 hours to calculate morning and evening peak hour truck trips.

TABLE 2
3600 WILSHIRE PROJECT
CONSTRUCTION PERIOD TRIP GENERATION - PHASE II SOUTH AND WEST TOWER

Peak Daily Activity Under Each Stage	
	Construction
Construction Workers	*444*
Passenger Car Equivalent (PCE) factor	1.0
Haul Trucks	*0*
Type of Trucks	Double-belly Trailer
Passenger Car Equivalent (PCE) factor	2.5
Delivery/Equipment Trucks	*79*
Type of Truck	Super 10s
Passenger Car Equivalent (PCE) factor	2.0

CONSTRUCTION PERIOD TRIP GENERATION

Phase	**Daily PCE Trips [1]**	**Morning Peak Hour PCE Trips**			**Evening Peak Hour PCE Trips**		
		In	**Out**	**Total**	**In**	**Out**	**Total**
Construction							
Construction Worker Trips[2]	888	178	0	178	0	178	178
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	316	14	14	28	14	14	28
Stage 2 Total	***1,204***	***192***	***14***	***206***	***14***	***192***	***206***

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