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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

3600 W. Wilshire Blvd.
DOT Case No. CEN 16-44880

Date: March 2, 2017

To: Nicholas Hendricks, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 3600 WEST WILSHIRE BOULEVARD (ENV-2016-3413-EAF /CPC-2016-3412-VZC-HD-MCUP-ZAA-SPR /VTT-74412)**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Fehr & Peers, dated November, 2016 with a subsequent revision submitted to DOT in January, 2017 for the proposed mixed-use project located at 3600 West Wilshire Boulevard. Based on DOT's traffic impact criteria[1], the traffic study included the detailed analysis of seventeen intersections and determined that four of the intersections would be significantly impacted by project-related traffic. The study also included an analysis of two neighborhood street segments and found that neither of the two neighborhood street segments were impacted. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project site is currently occupied by a privately owned parking lot and an office building which will remain on the site. The project proposes to replace the existing parking structure with a mixed-use project which will be composed of 760 condominium units and 6,359 square feet of retail space. The project proposes to demolish the existing parking structure and build six levels of parking, two levels underground and four levels aboveground. There will be internal connection between the underground and aboveground parking structures. The project proposes to provide vehicular access to the parking garage areas by two full access driveway on Harvard Boulevard and two full access driveways on Kingsley Drive. The four proposed driveways would be located south of Wilshire Boulevard and south of the existing office building which will remain as illustrated in **Attachment 2**. The project would provide parking access for residents from the southerly driveways on both Harvard Boulevard and Kingsley Drive. Parking access for the commercial uses would be provided on-site via any of the two northerly project driveways on both Harvard Boulevard and Kingsley Drive. The loading areas for the project would be located on the 1st above ground parking level. The commercial loading area

[1] Per the DOT 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.

would be accessed from Harvard Boulevard and the residential loading area would be accessed from Kingsley Drive. The project is expected to be completed by 2023.

B. Trip Generation

The project is estimated to generate a net increase of approximately 3,307 daily **trips, a net increase of 249 trips in the a.m. peak hour and a net increase of 309 trips** in the p.m. peak hour. A copy of the trip generation can be found in **Attachment 3**. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

C. Traffic Impacts

With respect to the information presented in the project study report, DOT has determined that the proposed development will create significant traffic impacts at four (4) of the seventeen (17) studied signalized intersections. These impacts would take place in the future year 2023 study analysis, as shown in the report's summary of volume-to-capacity (V/C) ratios and levels of service (LOS) table (Table 7). A copy of the LOS summary table is provided as **Attachment 1** to this report.

The potentially impacted signalized intersections are as follows:

1. Kingsley Drive and Wilshire Boulevard (IS #7)
2. Normandie Avenue and Wilshire Boulevard (IS #10)
3. Irolo Street and 8th Street (IS #12)
4. Vermont Avenue and Wilshire Boulevard (IS #14)

In order to address the identified project impacts, the project is proposing to implement a detailed Transportation Demand Management (TDM) Plan as a means for reducing project trips during the commuter peak periods. To account for the potential trip reduction for the proposed project due to the implementation of the TDM Plan, a 5% TDM credit was applied to the residential trip generation estimates for the project as shown in the TDM mitigation trip generation table provided as **Attachment 4**. As an additional mitigation, the project proposes to upgrade traffic signal CCTV equipment at three (3) study intersections (#9, #10 and #14) and will also contribute 50% of the cost of upgrading a fiber optic line along Wilshire Boulevard from Van Ness Avenue to Alexandria Avenue and on Normandie Avenue from 6th Street to Wilshire Boulevard. These traffic system management improvements would enhance LADOT's ability to monitor traffic flow and to adjust signal timing adaptively. To account for the more efficient traffic flows for the area and the systemwide benefits these traffic signal upgrades would be providing, a 1% intersection capacity credit was applied to the four (4) impacted intersections. The implementation of the aforementioned TDM plan and signal system improvements would be able to fully mitigate the impacts at the four (4) impacted study intersections to a less than significant level. A copy of the report Project with Mitigation summary of volume-to-capacity (V/C) ratios and levels of service (LOS) table (Table 10) at the four (4) mitigated intersections for the future year 2023 scenario is provided as **Attachment 5** to this report.

D. The project study also completed a residential street traffic impact analysis and concluded that the Project would not create a significant impact at any of the two (2) street segments analyzed in the study. A copy of the neighborhood street impact summary tables (Table 11 and Table 12) is provided as **Attachment 6** to this report.

E. Traffic Signal Warrant Analysis

As noted in the Intersection Traffic Impact Analysis chapter (Chapter 4) of the traffic study, the project review also included an assessment of two un-signalized intersections adjacent or integral to the Project's site access and circulation. In accordance with the guidelines established under the California Manual of Uniform Traffic Control Devices (MUTCD 2012), potential signalization may be warranted at the intersection of Harvard Boulevard and 7th Street and at the intersection of Kingsley Drive and 7th Street. A copy of the study summary of the potential traffic impacts at both un-signalized intersections is shown in the attached peak hour signal warrants summary table (Table 8) an identified as **Attachment 7.**

F. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not be adding 150 or more vehicle trips during the AM or PM peak hour on nearby freeways. Therefore, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments thus no additional analysis would be required for CMP purposes. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013 and amended in December 2015, the study also included a screening analysis to determine if additional evaluation of freeway mainline segments and freeway off-ramp facilities was necessary beyond the CMP requirements. Five segments of freeway and six off-ramp facilities in the vicinity of the project were evaluated for this screening analysis. 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 did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. 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 traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements

On August 11, 2015, 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, **Wilshire Boulevard** has been designated as an Avenue I (Secondary Highways) which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way, **Harvard Boulevard** has been designated as a Collector street which would require a 20-foot half-width

roadway within a 33-foot half-width right-of-way, and **Kingsley Drive** has been designated as a Local Street - Standard which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Traffic Control Improvements

As noted in the project traffic study, a review of the intersections of Harvard Boulevard and 7th Street and of Kingsley Drive and 7th Street may warrant the implementation of signalization at the two locations. The intersection of Harvard Boulevard and 7th Street meets the signal warrants threshold during the PM peak hour period under all analysis scenarios while the intersection of Kingsley Drive and 7th Street also meets the signal warrants threshold during the PM peak hour period under all analysis scenarios except for the existing conditions. Therefore, it is recommended that at the time of project implementation, the applicant shall contact the DOT Hollywood-Wilshire District Office at 323-957-6843 to request further evaluation to determine the feasibility of new signals being warranted for installation at both intersections. If either signal is deemed warranted by DOT, the design and construction of the traffic signal would be required of the applicant. DOT's Hollywood-Wilshire District Office will issue a Traffic Control Report (TCR) authorizing the installation of the traffic signal that is warranted per DOT's requirements. The traffic signal warrant analysis shall be prepared pursuant to Section 353 of DOT's Manual of Policies and Procedures and submitted to DOT for review and final approval.

D. Transportation Demand Management (TDM) Program

The project proposes to implement a TDM program as part of the mitigation package for the project. The TDM program should include a variety of measures to reduce single occupant vehicle (SOV) trips by increasing the number of walking, bicycling, carpool, and transit trips. Several TDM program elements are project features proposed for implementation. Other TDM program elements would be developed in the preparation of a detailed TDM plan. A full detailed description of the TDM plan should be prepared by a licensed Traffic Engineer and submitted to DOT for review and approval prior to the issuance of any certificate of occupancy. The project shall comply with the TDM directives of City Ordinance 168,700 as prescribed in Section 12.26-J of the Los Angeles Municipal Code. The TDM plan should include, but is not limited to, the following strategies (to the extent applicable):

- An on-site Transportation Information Center;
- Preferential rideshare loading/unloading or parking location;
- Convenient parking and facilities for bicycle riders;
- Project design elements to ensure a bicycle, transit, and pedestrian friendly environment;
- Unbundled parking from housing cost;
- A Covenant and Agreement to ensure that the TDM program will be maintained.

The following improvements proposed by the project as part its transit and mobility improvement program should be part of the TDM program:

- Provide sidewalk bike racks (including near bus stops)

- Participate in the City's Bike Share Program
- Participate in a Car-Share Program, and a minimum of ten off-street car share parking spaces
- Provide an on-site transportation coordinator to promote alternatives to the car and facilitate rideshare
- Provide on-site information facility to make available information on car-sharing, transit, vanpools, etc
- Encourage implementation of bus shelters in area of Project
- Unbundle parking from housing cost
- Contribute a one-time fixed fee contribution of **$100,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

E. Traffic Signal System Management Improvements

The project proposes also as part of the mitigation package, the upgrading of the traffic signal CCTV equipment at the following three (3) study intersections:

1. Normandie Avenue and 6th Street (IS #9)
2. Normandie Avenue and Wilshire Boulevard (IS #10)
3. Vermont Avenue and Wilshire Boulevard (IS #14)

These intersection signal upgrades would be in addition to a 50% contribution by the project to the cost of upgrading a fiber optic line along Wilshire Boulevard from Van Ness Avenue to Alexandria Avenue and on Normandie Avenue from 6th Street to Wilshire Boulevard. The traffic system improvements previously described would enhance LADOT's ability to monitor traffic flow and to adjust signal timing adaptively. The applicant shall bear full responsibility for implementing such proposed mitigation improvements.

F. Parking requirements

The project is required to provide a total of 1,933 vehicle parking spaces under the basic LAMC code requirements for apartments including the replacement of 770 parking spaces required for the existing office building. The project would be providing 1,552 bicycle parking spaces which would allow the reduction of the required parking by 353 spaces to a total of 1,580 vehicle parking spaces to be provided onsite by the project. The project would be seeking deviation e from the City of Los Angeles' condominium parking policy, as part of the subdivision approval, to meet the required vehicular and bicycle parking according to the LAMC requirements for apartments. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

G. Driveway Access and Circulation

The conceptual site plan (**Attachment 2**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. 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 so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 – designed with a recommended width of 30 feet for

two-way operations or 16 feet for one-way operations or to the satisfaction of DOT. Any security gates should be a minimum of 20 feet from the property line or to the satisfaction of DOT. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveways.

H. Pedestrian Connectivity
Applicants shall consult with the Department of City Planning for any additional requirements pertaining to pedestrian walkability and connectivity, as described in the walkability checklist.

I. 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. This ordinance 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

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c: Deron Williams, Council District No. 10
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Gregg Vandergriff, Wesley Tanijiri, Central District, BOE
Jenna Monterrosa, LADCP
Amanda Heinke, Tom Gaul, Fehr & Peers

TABLE 6
3600 WILSHIRE PROJECT
EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Western Ave &	AM	0.832	D	0.840	D	0.008	No
	Wilshire Blvd	PM	0.799	C	0.808	D	0.009	No
2	Western Ave &	AM	0.562	A	0.571	A	0.009	No
	8th St	PM	0.623	B	0.638	B	0.015	No
3	Harvard Blvd &	AM	0.457	A	0.465	A	0.008	No
	6th St	PM	0.607	B	0.625	B	0.018	No
4	Harvard Blvd &	AM	0.513	A	0.537	A	0.024	No
	Wilshire Blvd	PM	0.579	A	0.625	B	0.046	No
5	Harvard Blvd &	AM	0.440	A	0.454	A	0.014	No
	8th St	PM	0.537	A	0.571	A	0.034	No
6	Kingsley Dr &	AM	0.463	A	0.472	A	0.009	No
	6th St	PM	0.560	A	0.575	A	0.015	No
7	Kingsley Dr &	AM	0.555	A	0.581	A	0.026	No
	Wilshire Blvd	PM	0.595	A	0.636	B	0.041	No
8	Normandie Ave &	AM	0.661	B	0.664	B	0.003	No
	3rd St	PM	0.682	B	0.685	B	0.003	No
9	Normandie Ave &	AM	0.546	A	0.551	A	0.005	No
	6th St	PM	0.591	A	0.597	A	0.006	No
10	Normandie Ave &	AM	0.634	B	0.647	B	0.013	No
	Wilshire Blvd	PM	0.685	B	0.704	C	0.019	No
11	Irolo St &	AM	0.522	A	0.525	A	0.003	No
	7th St	PM	0.563	A	0.577	A	0.014	No
12	Irolo St &	AM	0.701	C	0.704	C	0.003	No
	8th St	PM	0.706	C	0.714	C	0.008	No
13	Normandie Ave &	AM	0.637	B	0.639	B	0.002	No
	Olympic Blvd	PM	0.767	C	0.771	C	0.004	No
14	Vermont Ave &	AM	0.850	D	0.858	D	0.008	No
	Wilshire Blvd	PM	0.804	D	0.813	D	0.009	No
15	Vermont Ave &	AM	0.648	B	0.650	B	0.002	No
	8th St	PM	0.659	B	0.662	B	0.003	No
16	Vermont Ave &	AM	0.675	B	0.679	B	0.004	No
	6th St	AM	0.643	B	0.645	B	0.002	No
17	Virgil Ave &	AM	0.572	A	0.574	A	0.002	No
	Wilshire Blvd	AM	0.562	A	0.569	A	0.007	No

TABLE 7
3600 WILSHIRE PROJECT
FUTURE YEAR (2023) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2023)		FUTURE (2023) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Western Ave &	AM	1.012	F	1.021	F	0.009	No
	Wilshire Blvd	PM	0.999	E	1.008	F	0.009	No
2	Western Ave &	AM	0.727	C	0.734	C	0.007	No
	8th St	PM	0.856	D	0.871	D	0.015	No
3	Harvard Blvd &	AM	0.527	A	0.535	A	0.008	No
	6th St	PM	0.691	B	0.709	C	0.018	No
4	Harvard Blvd &	AM	0.621	B	0.647	B	0.026	No
	Wilshire Blvd	PM	0.697	B	0.735	C	0.038	No
5	Harvard Blvd &	AM	0.554	A	0.568	A	0.014	No
	8th St	PM	0.709	C	0.743	C	0.034	No
6	Kingsley Dr &	AM	0.561	A	0.569	A	0.008	No
	6th St	PM	0.648	B	0.663	B	0.015	No
7	Kingsley Dr &	AM	0.664	B	0.690	B	0.026	No
	Wilshire Blvd	PM	0.702	C	0.743	C	0.041	**Yes**
8	Normandie Ave &	AM	0.755	C	0.757	C	0.002	No
	3rd St	PM	0.776	C	0.779	C	0.003	No
9	Normandie Ave &	AM	0.679	B	0.683	B	0.004	No
	6th St	PM	0.679	B	0.685	B	0.006	No
10	Normandie Ave &	AM	0.784	C	0.795	C	0.011	No
	Wilshire Blvd	PM	0.923	E	0.942	E	0.019	**Yes**
11	Irolo St &	AM	0.615	B	0.618	B	0.003	No
	7th St	PM	0.693	B	0.708	C	0.015	No
12	Irolo St &	AM	0.937	E	0.941	E	0.004	No
	8th St	PM	0.966	E	0.981	E	0.015	**Yes**
13	Normandie Ave &	AM	0.768	C	0.770	C	0.002	No
	Olympic Blvd	PM	0.947	E	0.950	E	0.003	No
14	Vermont Ave &	AM	1.077	F	1.085	F	0.008	No
	Wilshire Blvd	PM	1.016	F	1.030	F	0.014	**Yes**
15	Vermont Ave &	AM	0.860	D	0.863	D	0.003	No
	8th St	PM	0.876	D	0.881	D	0.005	No
16	Vermont Ave &	AM	0.833	D	0.838	D	0.005	No
	6th St	AM	0.793	C	0.795	C	0.002	No
17	Virgil Ave &	AM	0.711	C	0.712	C	0.001	No
	Wilshire Blvd	AM	0.713	C	0.720	C	0.007	No

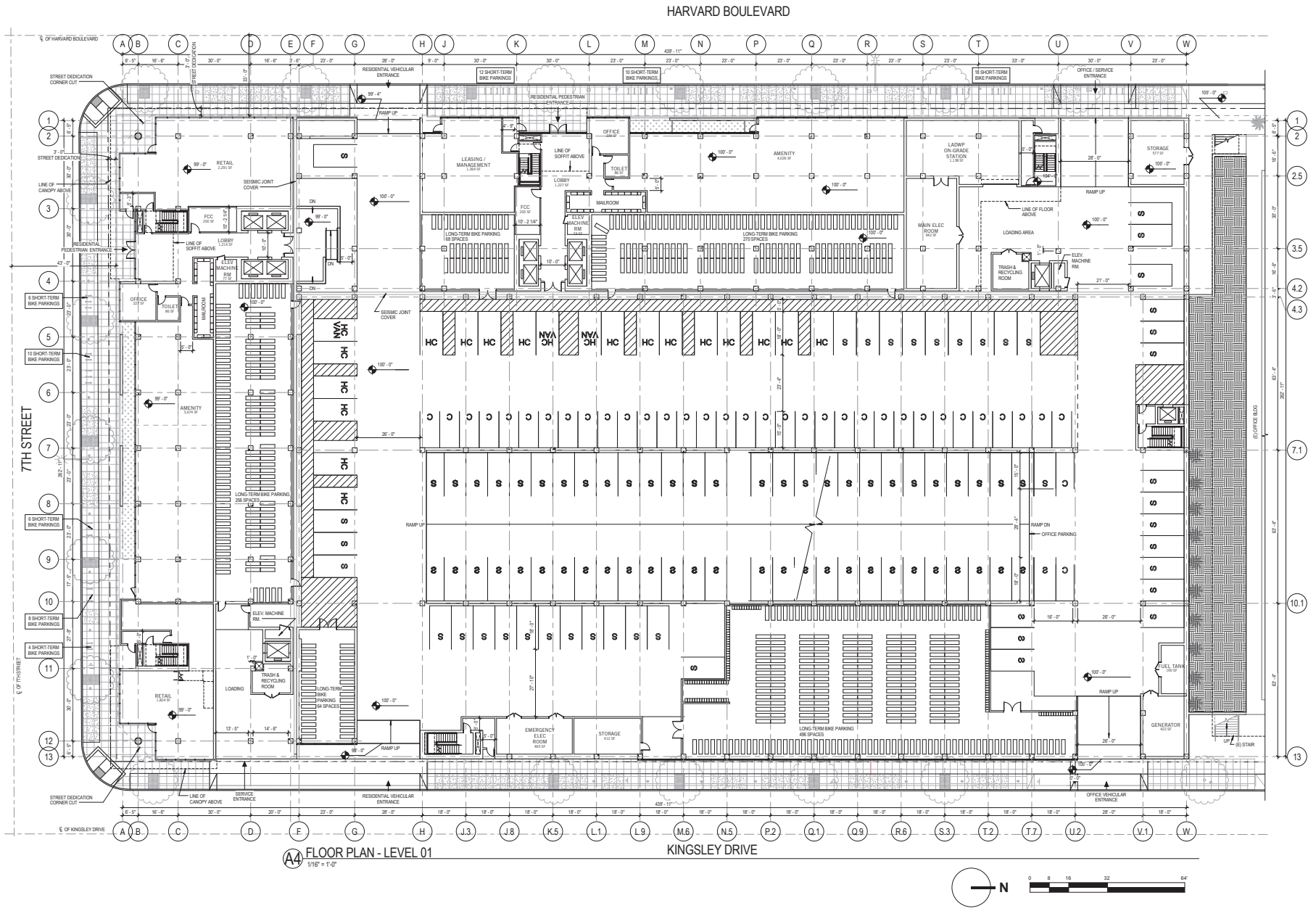

Figure 1B

Site Plan

TABLE 4
3600 WILSHIRE PROJECT
TRIP GENERATION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	In%	Out%	Rate	In%	Out%		In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Retail	820	6.359 ksf	42.70	0.96	62%	38%	3.71	48%	52%	272	4	2	6	12	12	24
Less: Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(41)*	*(1)*	*0*	*(1)*	*(2)*	*(2)*	*(4)*
Less: Transit Credit [c]			*15%*	*15%*			*15%*			*(35)*	*0*	*0*	*0*	*(2)*	*(2)*	*(4)*
Less: Walk/Bike Credit			*10%*	*10%*			*10%*			*(19)*	*0*	*0*	*0*	*0*	*0*	*0*
Total Driveway Trips										177	3	2	5	8	8	16
Less: Pass-by [d]			*50%*	*50%*			*50%*			*(88)*	*(1)*	*(1)*	*(2)*	*(4)*	*(4)*	*(8)*
Net External Vehicle Trips										89	2	1	3	4	4	8
Residential Apartments [e]	220	760 DU	6.65	0.51	20%	80%	0.62	65%	35%	5,054	78	310	388	306	165	471
Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(758)*	*(12)*	*(47)*	*(59)*	*(46)*	*(25)*	*(71)*
Less: Transit Credit [c]			*15%*	*15%*			*15%*			*(644)*	*(10)*	*(39)*	*(49)*	*(39)*	*(21)*	*(60)*
Less: Walk/Bike Credit			*10%*	*10%*			*10%*			*(365)*	*(5)*	*(22)*	*(27)*	*(22)*	*(11)*	*(33)*
Total Driveway Trips										3,287	51	202	253	199	108	307
TOTAL PROJECT EXTERNAL VEHICLE TRIPS										3,376	53	203	256	203	112	315
EXISTING USE CREDIT																
Office Space Internalization [f]										69	6	1	7	1	5	6
TOTAL DRIVEWAY TRIPS										7,080	362	296	658	352	417	769
NET INCREMENTAL EXTERNAL TRIPS										3,307	47	202	249	202	107	309

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012

[b] Internal capture represents the percentage of trips between land uses that occur within the site. Main Street model calibration of base ITE rates reflecting project & site specific characteristics.

[c] The transit credit is based on LADOT's *Traffic Study Policies and Procedures* , August 2014. The guidelines state that up to 15% transit credit may be taken for projects within 1/4 mile walking distance of a transit station, or of a RapidBus stop. The nearest transit station is the Wilshire/Normandie Purple Line station within 1/4 mile walking distance to the site.

[d] The pass-by credit is based on Attachment I of LADOT's *Traffic Study Policies and Procedures* , August 2014.

[e] The residential apartment trip generation rate is higher thank the condominium rates for daily, AM, and PM peak hours; therefore, the units may be either both apartments or condominiums.

[f] The addition of the project land uses on site creates internalization opportunities with the existing office space where these trips were otherwise necessary. The office space internalization credit accounts for these trips no long leaving the site with the project.

TABLE 9
3600 WILSHIRE PROJECT
TDM MITIGATION TRIP GENERATION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
				AM Peak Hour			PM Peak Hour				AM Peak Hour Trips			PM Peak Hour Trips		
			Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Retail	820	6.359 ksf	42.70	0.96	62%	38%	3.71	48%	52%	272	4	2	6	12	12	24
Less: Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(41)*	*(1)*	*0*	*(1)*	*(2)*	*(2)*	*(4)*
Less: Transit Credit [c]			*15%*	*15%*			*15%*			*(35)*	*0*	*0*	*0*	*(2)*	*(2)*	*(4)*
Less: Walk/Bike Credit			*10%*	*10%*			*10%*			*(19)*	*0*	*0*	*0*	*0*	*0*	*0*
Total Driveway Trips										177	3	2	5	8	8	16
Less: Pass-by [d]			*50%*	*50%*			*50%*			*(88)*	*(1)*	*(1)*	*(2)*	*(4)*	*(4)*	*(8)*
Net External Vehicle Trips										89	2	1	3	4	4	8
Residential Apartments [e]	220	760 DU	6.65	0.51	20%	80%	0.62	65%	35%	5,054	78	310	388	306	165	471
Internal Capture [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(758)*	*(12)*	*(47)*	*(59)*	*(46)*	*(25)*	*(71)*
Less: Transit Credit [c]			*15%*	*15%*			*15%*			*(644)*	*(10)*	*(39)*	*(49)*	*(39)*	*(21)*	*(60)*
Less: Walk/Bike Credit			*10%*	*10%*			*10%*			*(365)*	*(5)*	*(22)*	*(27)*	*(22)*	*(11)*	*(33)*
Total Driveway Trips										3,287	51	202	253	199	108	307
Less: TDM Credit			*5%*	*5%*			*5%*			*(164)*	*(3)*	*(10)*	*(13)*	*(10)*	*(5)*	*(15)*
Net External Vehicle Trips										3,123	48	192	240	189	103	292
PROJECT EXTERNAL VEHICLE TRIPS										3,212	50	193	243	193	107	300
Office Space Internalization [f]										69	6	1	7	1	5	6
TOTAL DRIVEWAY TRIPS										7,080	362	296	658	352	417	769
NET INCREMENTAL EXTERNAL TRIPS										3,143	44	192	236	192	102	294

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012

[b] Internal capture represents the percentage of trips between land uses that occur within the site. Main Street model calibration of base ITE rates reflecting project & site specific characteristics.

[c] The transit credit is based on LADOT's *Traffic Study Policies and Procedures* , August 2014. The guidelines state that up to 15% transit credit may be taken for projects within 1/4 mile walking distance of a transit station, or of a RapidBus stop. The nearest transit station is the Wilshire/Normandie Purple Line station within 1/4 mile walking distance to the site.

[d] The pass-by credit is based on Attachment I of LADOT's *Traffic Study Policies and Procedures* , August 2014.

[e] The residential apartment trip generation rate is higher thank the condominium rates for daily, AM, and PM peak hours; therefore, the units may be either both apartments or condominiums.

[f] The addition of the project land uses on site creates internalization opportunities with the existing office space where these trips were otherwise necessary. The office space internalization credit accounts for these trips no long leaving the site with the project.

TABLE 10
3600 WILSHIRE PROJECT
FUTURE YEAR (2023) PLUS PROJECT MITIGATIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2023)		FUTURE (2023) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?	FUTURE + PROJECT WITH MITIGATION		V/C INCREASE	RESIDUAL IMPACT?
			V/C	LOS	V/C	LOS			V/C	LOS		
7 [a]	Kingsley Dr &	AM	0.664	B	0.690	B	0.026	No	0.689	B	0.025	No
	Wilshire Blvd	PM	0.702	C	0.743	C	0.041	**Yes**	0.741	C	0.039	No
10	Normandie Ave &	AM	0.784	C	0.795	C	0.011	No	0.785	1	0.001	No
	Wilshire Blvd	PM	0.923	E	0.942	E	0.019	**Yes**	0.931	1	0.008	No
12	Irolo St &	AM	0.937	E	0.941	E	0.004	No	0.931	1	-0.006	No
	8th St	PM	0.966	E	0.981	E	0.015	**Yes**	0.970	1	0.004	No
14	Vermont Ave &	AM	1.077	F	1.085	F	0.008	No	1.075	1	-0.002	No
	Wilshire Blvd	PM	1.016	F	1.030	F	0.014	**Yes**	1.019	1	0.003	No

Notes:

[a] Kingley Dr & Wilshire Blvd intersection was mitigated only by the 5% TDM credit without the need of the 1% intersection capacity reduction.

TABLE 11
3600 WILSHIRE PROJECT
NEIGHBORHOOD STREET IMPACT ANALYSIS - EXISTING PLUS PROJECT ANALYSIS

Street Segment	Weekday Two-Way Daily	With Project Impact Analysis				
	Existing Base	Commercial Project Only	Existing plus Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Harvard Blvd south of 7th Street	7,494	22	7,516	0.3%	8%	NO
Kingsley Dr south of 7th Street	3,877	negligible	3,877	0.0%	8%	NO

Notes:
[a] Uses City of Los Angeles impact criteria for residential street segments.

TABLE 12
3600 WILSHIRE PROJECT
NEIGHBORHOOD STREET IMPACT ANALYSIS - CUMULATIVE PLUS PROJECT ANALYSIS

Street Segment	Weekday Two-Way Daily Volume		With Project Impact Analysis				
	Existing Base	Future Year (2023)	Commercial Project Only	Future plus Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Harvard Blvd south of 7th Street	7,494	8,425	22	8,447	0.3%	8%	NO
Kingsley Dr south of 7th Street	3,877	4,343	negligible	4,343	0.0%	8%	NO

Notes:
[a] Uses City of Los Angeles impact criteria for residential street segments.

TABLE 8
3600 WILSHIRE PROJECT
PEAK HOUR SIGNAL WARRANT ANALYSIS

No.	INTERSECTIONS	PEAK HOUR	EXISTING SIGNAL WARRANT MET	EXISTING PLUS PROJECT SIGNAL WARRANT MET	FUTURE SIGNAL WARRANT MET	FUTURE PLUS PROJECT SIGNAL WARRANT MET
A	Harvard Blvd & 7th St	AM	No	No	No	No
		PM	Yes	Yes	Yes	Yes
B	Kingsley Dr & 7th Street	AM	No	No	No	No
		PM	No	Yes	Yes	Yes