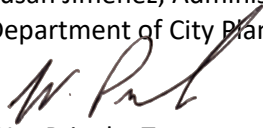


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

688 S Cochran Av
DOT Case No. CEN21-52507

Date: December 20, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning



From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 688 SOUTH COCHRAN AVENUE/5411 WEST WILSHIRE BOULEVARD (PAR-2020-1950-VHCA)**

On August 10, 2020, the Los Angeles Department of Transportation (LADOT) issued a transportation assessment report to the Department of City Planning (**Attachment A**) for the proposed mixed-use project located at 5411 Wilshire Boulevard within the Central Area Planning Commission based on the transportation analysis prepared by Hirsch/Green Transportation Consulting, Inc., dated June 2019. However, since the report was released, the project address was changed to 688 South Cochran Avenue, the project description was modified with less retail use, more restaurant use, and less parking and the project completion year was modified from 2024 to 2027. An addendum transportation analysis dated October 2021 addressing these changes was prepared by Hirsch/Green Transportation Consulting, Inc.

The current project proposal as it compares to the original project is as follows:

Land Use	Original Project (2020)	Current Project (2021)
Apartments (market-rate)	310 Dwelling Units (DU)	310 DU
Affordable Units	38 DU	38 DU
General Retail Uses	9,288 Square Feet (SF)	4,578 SF
Restaurant Space	4,346 SF	4,598 SF
Café	1,000 SF	1,000 SF
Vehicular Parking	477 spaces	475 spaces
Bicycle Parking	200 spaces	196 spaces
Site Access (Parking Garage)	Above-grade commercial parking levels: Cochran Avenue Subterranean residential parking levels: Cloverdale Avenue	Above-grade commercial parking levels: Cochran Avenue Subterranean residential parking levels: Cloverdale Avenue
Site Access (Porte Cochere)	Ingress (right-turn only, one-way): Cochran Avenue Egress (right-turn only, one-way): Cloverdale Avenue	Ingress (right-turn only, one-way): Cochran Avenue Egress (right-turn only, one-way): Cloverdale Avenue

It should be noted that in addition to the 475 vehicular parking spaces provided by the project, five vehicular parking spaces will be provided on the above-grade parking levels for a car share service to be operated by an independent contractor.

The October 2021 addendum transportation analysis included CEQA and non-CEQA transportation analyses. The revised project proposes to incorporate the Transportation Demand Management strategies of reduced parking supply by providing 475 of the 578 Code-required residential parking spaces and including bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM strategies, the revised project is projected to have a Household VMT per capita of 4.0 and no Work VMT. Therefore, it is concluded that implementation of the revised

project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**. LADOT concurs with the circulation analysis included in the October 2021 addendum which concluded that the trips generated by the revised project will not likely result in adverse circulation conditions at several locations. A copy of this analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

LADOT concurs with the results of the revised analysis that the expected impacts of the revised project would continue to be less than significant. All of the project requirements that are identified in LADOT's August 10, 2020 letter (**Attachment A**) shall remain in effect.

If you have any questions, please contact Jimmy Vivar of my staff at (213) 972-4993.

Attachments

K:\Letters\2021\CEN21-52507_688 Cochran MU_rev proj_ltr.docx

c: Emma Howard/Nate Hayward, Council District 14
Hokchi Chiu, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management, DOT
Ron Hirsch, Hirsch/Green Transportation Consulting, Inc.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

5411 Wilshire Blvd
DOT Case No. CEN 20-49942

Date: August 10, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE MIXED-USE PROJECT AT 5411 WILSHIRE BOULEVARD**

The Department of Transportation (DOT) has reviewed the traffic analysis, dated June 2019, prepared by Hirsch/Green Transportation Consulting, Inc., for the proposed mixed-use project located at 5411 Wilshire Boulevard. However, on July 30, 2019, pursuant to Senate Bill 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. A VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-use, and the development of multi-modal networks. Therefore, in response to this action the applicant submitted a VMT analysis dated April 2020, that replaced the previous analysis submitted, dated June 2019. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG).

DISCUSSION AND FINDINGS

A. Project Description

The project will remove a Staples office supply store, retail space, office space, and preserve and incorporate portions of an existing commercial building into the new development. The proposed development will contain 348 residential apartment units, of which 38 units will be affordable, approximately 9,288 square feet (sf) of general retail space, approximately 4,346 sf of restaurant space, and approximately 1,000 square foot café. 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's) Trip Generation, 9th Edition manual 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. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment 1** to this report. Nevertheless, in the interests of a conservative approach, a VMT analysis was conducted.

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

A Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed above. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central Los Angeles APC, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the transportation assessment report, prepared by Hirsch/Green Transportation Consulting, Inc., the proposed project is projected to have a Household VMT per capita of 5.7. The project retail space is considered local serving since it is less than 50,000 square feet. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment 2** to this report.

D. Safety, Access and Circulation

During the 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), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and

operational plan to determine if any safety and 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 summary of vehicle queuing, including the change in future queue levels with and without the project. A copy of this analysis table that summarizes these potential deficiencies is provided as **Attachment 3** to this report.

PROJECT REQUIREMENTS

Non-CEQA Related Requirements and Considerations

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

A. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Wilshire Boulevard**, Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way; **Cochran Avenue**, a Collector, would require a 20-foot half-width roadway within a 33-foot half-width right-of-way, and **Cloverdale Avenue**, would require a 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 if other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The project will include 477 vehicle parking spaces and 200 bicycle parking spaces within a multi-level parking garage. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

C. Construction Impacts

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

D. Project Access

Vehicular access to the primary full access driveways will be located along Cochran Avenue and Cloverdale Avenue. The driveway located on Cochran Avenue will serve above-grade commercial parking levels. The driveway located on Cloverdale Avenue will serve subterranean residential parking levels. The project will also include a separate porte cochere – serving on-site passenger drop-off/pick-up area as well as the project's on-site loading docks and trash collection area, accessed via a one-way driveway entry-only on Cochran Avenue and a one-way driveway exit-only on Cloverdale Avenue. The operation for the one way driveways will be restricted to right-turn only entry and right-turn only exit.

The traffic study assessment included a supplemental turning movement analysis to determine the necessary width of both one-way driveways to accommodate a Single-Unit (SU) 30 truck and a trash truck, as shown on **Attachments 4a & 4b** - the traffic study indicated these trucks to be the largest vehicles anticipated to access the project's loading docks/trash area. As illustrated in these graphics, the existing loading zone space on Cloverdale Avenue would need to be removed, and the proposed widths of the driveways can adequately accommodate each of these vehicles without them crossing the centerline, or driving over the driveway aprons of either Cochran Avenue or Cloverdale Avenue. The applicant shall contact and work with the Parking Meters Division (213) 473-8281 for the removal of the existing loading zone space. The analysis did not support an SU-40 truck to access the porte cochere, DOT recommends to limit the use to a SU-30/trash truck or smaller size vehicles.

E. Parking Meters

Based on the supplemental turning movement analysis, mentioned above, one metered parking space will likely need to be removed to avoid turning movement conflicts for the SU 30 truck. The applicant shall work with the Parking Meters Section (213) 473-8281, who will review and make the final determination for the parking meter removal. If a project proposal requires the permanent removal of a parking meter space, payment to LADOT for lost parking meter revenues is required. The lost revenue fee will be based on the revenue collected over the last twelve continuous months for each removed parking meter, as determined by LADOT's Parking Meters Division. The removal of each on-street metered parking space will require payment to LADOT in the amount of the annual revenue projected over a ten year period. The project applicant will also be subject to any costs incurred by LADOT during the removal of each parking meter.

F. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 5** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. Driveway placement and design shall be approved by the Department of City Planning in consultation with DOT, prior to issuance of a Letter of Determination by City Planning.

G. 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, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2020. The updated ordinance is expected to be

completed prior to the anticipated construction of this project, if approved.

H. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code 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 Eduardo Hermoso of my staff at (213) 482-7024.

Attachments

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c: Emma Howard, Council District 4
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management, DOT
Ron Hirsch, Hirsch/Green Transportation Consulting, Inc

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



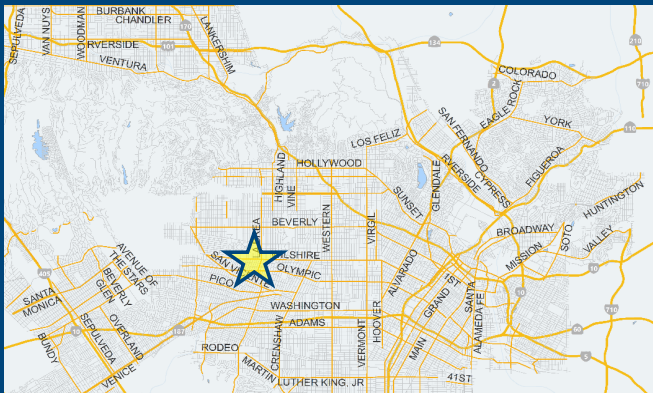
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Office General Office	5.738	ksf
Retail General Retail	9.845	ksf
Office General Office	5.738	ksf
(custom) Staples Retail/Non-Retail	Retail	LU type
(custom) Staples Residents	0	Person
(custom) Staples Employees	23	Person
(custom) Staples Daily	1973	Trips
(custom) Staples HBW-Attraction Split	6	Percent
(custom) Staples HBO-Attraction Split	50	Percent
(custom) Staples NHB-Attraction Split	22	Percent
(custom) Staples HBW-Production Split	0	Percent
(custom) Staples HBO-Production Split	0	Percent
(custom) Staples NHB-Production Split	22	Percent

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	4.346	ksf
Housing Multi-Family	310	DU
Housing Affordable Housing - Family	38	DU
Retail General Retail	9.288	ksf
Retail High-Turnover Sit-Down Restaurant	4.346	ksf
(custom) Cafe Retail/Non-Retail	Retail	LU type
(custom) Cafe Residents	0	Person
(custom) Cafe Employees	4	Person
(custom) Cafe Daily	315	Trips
(custom) Cafe HBW-Attraction Split	6	Percent
(custom) Cafe HBO-Attraction Split	50	Percent
(custom) Cafe NHB-Attraction Split	22	Percent
(custom) Cafe HBW-Production Split	0	Percent
(custom) Cafe HBO-Production Split	0	Percent

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

Project Screening Summary

SEE ATTACHED

Existing Land Use	Proposed Project
332 1,686 Daily Vehicle Trips	1,931 Daily Vehicle Trips
2,167 10,880 Daily VMT	11,543 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 ~~1,599~~
245
Net Daily Trips

The net increase in daily VMT ≤ 0 ~~9,376~~
663
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. ~~13,634~~
14,634
ksf

not
^
The proposed project is required to perform VMT analysis.



EXISTING SITE USES (WITHOUT ENTITLED BUT CURRENTLY VACANT 800 SQ. FT. RETAIL AREA)

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



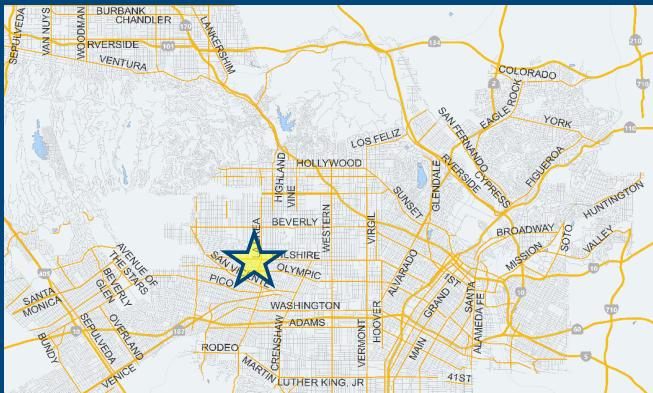
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
See Below		

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
Office General Office	5.738	ksf
Retail General Retail	9.845	ksf
Office General Office	5.738	ksf
(custom) Staples Retail/Non-Retail	Retail	LU type
(custom) Staples Residents	0	Person
(custom) Staples Employees	23	Person
(custom) Staples Daily	1973	Trips
(custom) Staples HBW-Attraction Split	6	Percent
(custom) Staples HBO-Attraction Split	50	Percent
(custom) Staples NHB-Attraction Split	22	Percent
(custom) Staples HBW-Production Split	0	Percent
(custom) Staples HBO-Production Split	0	Percent
(custom) Staples NHB-Production Split	22	Percent

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

Note: Existing Site Uses "Daily Vehicle Trips" and "Daily VMT" calculations utilize Proposed Project Land Use data input area due to VMT Calculator error in Existing Land Use trip and VMT calculations for "custom" land use (Staples)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	1,686 Daily Vehicle Trips
0 Daily VMT	10,880 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. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	1,686 Net Daily Trips
NOT APPLICABLE	
The net increase in daily VMT ≤ 0	10,880 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	9,845 ksf
The proposed project is required to perform VMT analysis.	

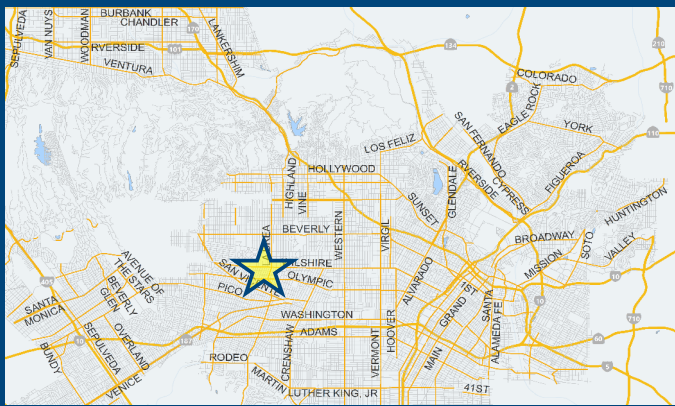


CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project: 5411 Wilshire Mixed-Use
Scenario: Project VMT Impact Analysis
Address: 5411 W WILSHIRE BLVD, 90036



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	310	DU
Housing Affordable Housing - Family	38	DU
Retail General Retail	9,288	ksf
Retail High-Turnover Sit-Down Restaurant	4,346	ksf
(custom) Cafe Retail/Non-Retail	Retail	LU type
(custom) Cafe Residents	0	Person
(custom) Cafe Employees	4	Person
(custom) Cafe Daily	315	Trips
(custom) Cafe HBW-Attraction Split	6	Percent
(custom) Cafe HBO-Attraction Split	50	Percent
(custom) Cafe NHB-Attraction Split	22	Percent
(custom) Cafe HBW-Production Split	0	Percent
(custom) Cafe HBO-Production Split	0	Percent
(custom) Cafe NHB-Production Split	22	Percent

TDM Strategies

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

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

A **Parking**

Reduce Parking Supply

city code parking provision for the project site

Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking

Proposed Prj Mitigation monthly parking cost (dollar) for the project site

Parking Cash-Out

Proposed Prj Mitigation percent of employees eligible

Price Workplace Parking

daily parking charge (dollar)

Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits

Proposed Prj Mitigation 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 Mitigation
1,658 Daily Vehicle Trips	1,658 Daily Vehicle Trips
9,914 Daily VMT	9,914 Daily VMT
5.7 Household VMT per Capita	5.7 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 4, 2020

Project Name: 5411 Wilshire Mixed-Use

Project Scenario: Project VMT Impact Analysis

Project Address: 5411 W WILSHIRE BLVD, 90036



Version 1.2

Project Information			
	Land Use Type	Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	310	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	38	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	General Retail	9.288	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	High-Turnover Sit-Down Restaurant	4.346	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
<i>Office</i>	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
Other	Cafe	315	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 4, 2020

Project Name: 5411 Wilshire Mixed-Use

Project Scenario: Project VMT Impact Analysis

Project Address: 5411 W WILSHIRE BLVD, 90036



Version 1.2

Analysis Results			
Total Employees: 40 Total Population: 818			
Proposed Project		With Mitigation	
1,658	Daily Vehicle Trips	1,658	Daily Vehicle Trips
9,914	Daily VMT	9,914	Daily VMT
5.7	Household VMT per Capita	5.7	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 4, 2020

Project Name: 5411 Wilshire Mixed-Use

Project Scenario: Project VMT Impact Analysis

Project Address: 5411 W WILSHIRE BLVD, 90036



Version 1.2

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	596	596
		Actual parking provision (spaces)	477	477
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 4, 2020

Project Name: 5411 Wilshire Mixed-Use

Project Scenario: Project VMT Impact Analysis

Project Address: 5411 W WILSHIRE BLVD, 90036



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (<50%, >=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	100%	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 4, 2020

Project Name: 5411 Wilshire Mixed-Use

Project Scenario: Project VMT Impact Analysis

Project Address: 5411 W WILSHIRE BLVD, 90036



Version 1.2

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



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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 4, 2020

Project Name: 5411 Wilshire Mixed-Use
 Project Scenario: Project VMT Impact Analysis
 Project Address: 5411 W WILSHIRE BLVD, 90036



Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 4, 2020

Project Name: 5411 Wilshire Mixed-Use
 Project Scenario: Project VMT Impact Analysis
 Project Address: 5411 W WILSHIRE BLVD, 90036



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
MAX. TDM EFFECT	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%

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

where X%=

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

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: March 4, 2020

Project Name: 5411 Wilshire Mixed-Use
 Project Scenario: Project VMT Impact Analysis
 Project Address: 5411 W WILSHIRE BLVD, 90036



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	468	-36.8%	296	6.7	3,136	1,983
Home Based Other Production	1,254	-46.3%	674	5.1	6,395	3,437
Non-Home Based Other Production	236	-14.0%	203	6.6	1,558	1,340
Home-Based Work Attraction	71	-52.1%	34	7.8	554	265
Home-Based Other Attraction	767	-46.5%	410	6.5	4,986	2,665
Non-Home Based Other Attraction	362	-13.3%	314	5.9	2,136	1,853

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-14.1%	254	1,703	-14.1%	254	1,703
Home Based Other Production	-14.1%	579	2,952	-14.1%	579	2,952
Non-Home Based Other Production	-14.1%	174	1,151	-14.1%	174	1,151
Home-Based Work Attraction	-14.1%	29	228	-14.1%	29	228
Home-Based Other Attraction	-14.1%	352	2,289	-14.1%	352	2,289
Non-Home Based Other Attraction	-14.1%	270	1,591	-14.1%	270	1,591

MXD VMT Methodology Per Capita & Per Employee

Total Population: 818

Total Employees: 40

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	4,655	4,655
<i>Total Home Based Work Attraction VMT</i>	228	228
<i>Total Home Based VMT Per Capita</i>	5.7	5.7
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

Table 5
Highway Capacity Manual ("HCM") Delay-Based" Intersection Operations Analysis
Existing (2019) and Future (2024) Peak Hour Conditions

Int. No.	Intersection	Peak Hour	Future (2024)						
			Existing (2019)		Without Project		With Project		
			Delay *	LOS	Delay *	LOS	Delay *	LOS	Change
1	Wilshire Boulevard and Cochran Avenue	AM	30.2	C	32.9	C	31.7	C	-1.2
		PM	37.1	D	51.3	D	47.1	D	-4.2
2	Wilshire Boulevard and Cloverdale Avenue	AM	9.8	A	10.1	B	12.6	B	2.5
		PM	12.2	B	13.1	B	13.6	B	0.5

Note:

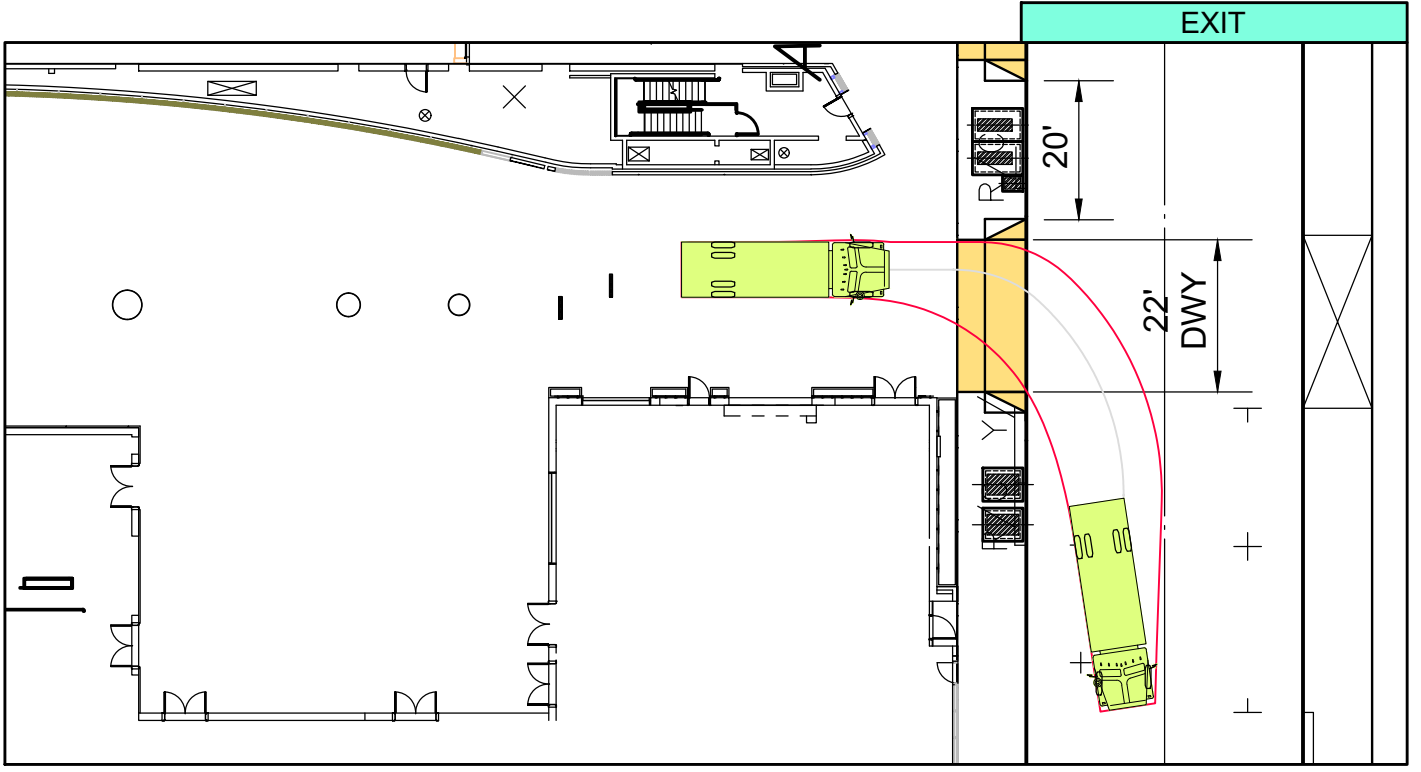
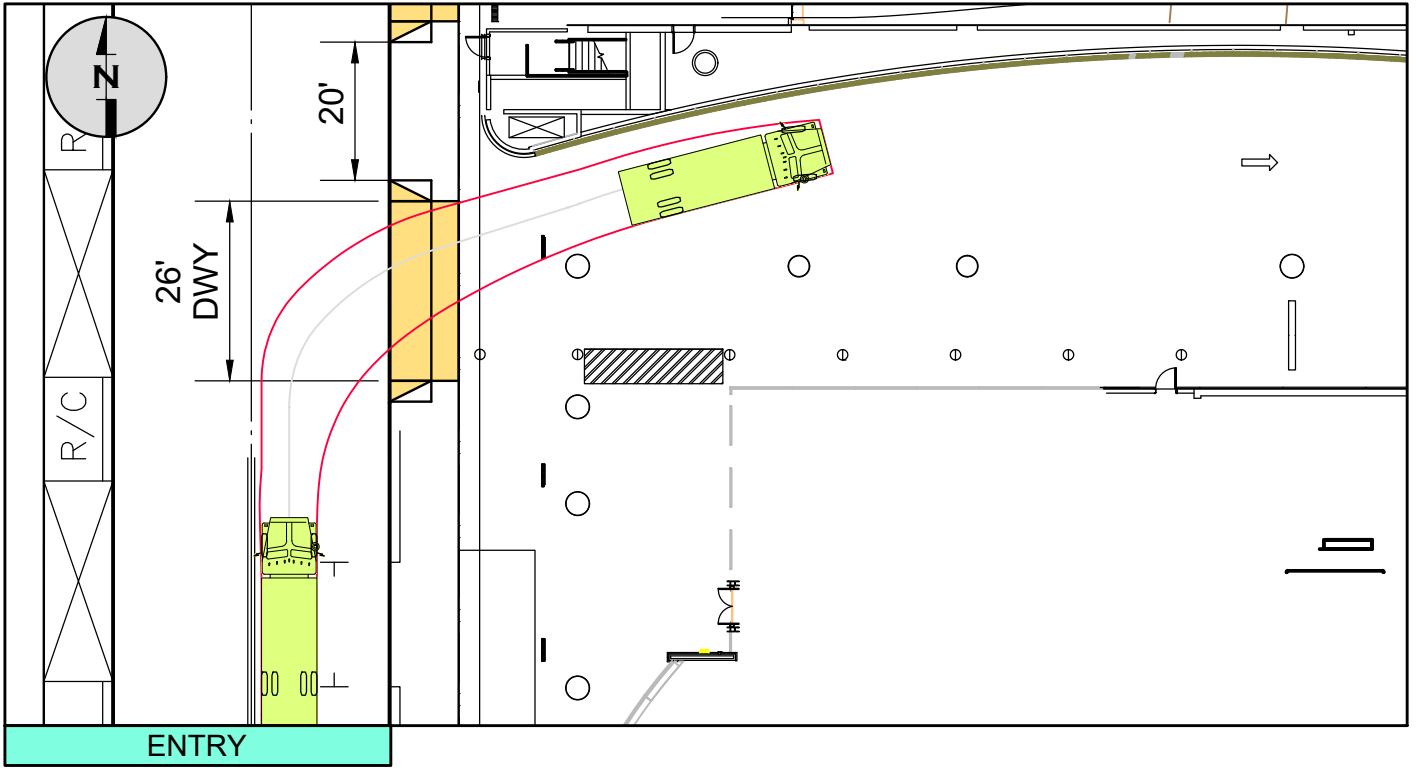
*** Total Intersection approach delay in seconds per vehicle.

intersection of Wilshire Boulevard and Cloverdale Avenue operates at LOS A and LOS B during the AM and PM peak hours, respectively, primarily due to its substantially lower “cross street” (Cloverdale Avenue) traffic demands. However, these results should not be construed to suggest that no delays or congestion occur at these locations or along the key travel corridors in the project vicinity during the peak commute traffic periods, and it is acknowledged that some of the roadways in the study area experience brief (15 to 20 minute) periods of heavy congestion and/or long vehicle delays during these times, resulting in “undesirable” (LOS E or F) conditions. Nonetheless, recent field observations indicated that traffic conditions generally improve prior to and after these short-term high-congestion periods, and as such, the calculated levels of service shown in Table 5 accurately represent the overall operations of both of the study intersections over the course of an entire hour (the base time period utilized for these evaluations) during the critical morning and afternoon/evening peak traffic periods. Additionally, as briefly noted earlier in this report, the “peak hour” conditions shown in Table 5 reflect the highest traffic volumes and congestion levels at each study intersection throughout the day. As a result, the operations at both study intersections, as well as at other locations within the study area, typically improve during the “off-peak” periods of the day due to reductions in the overall area traffic demands.

Forecast Future (Year 2024) Conditions

Increases in the traffic volumes within the study area, due to both the ambient traffic growth throughout the region and the potential traffic generated by the 13 related projects identified in Table I-1 in Appendix I of this report, are expected to result in worsening traffic conditions at

5411 WILSHIRE (2020 PROJECT) \ SITE ACCESS STRIPING PLAN (22-FOOT DWY EXIT)(ALT-10)

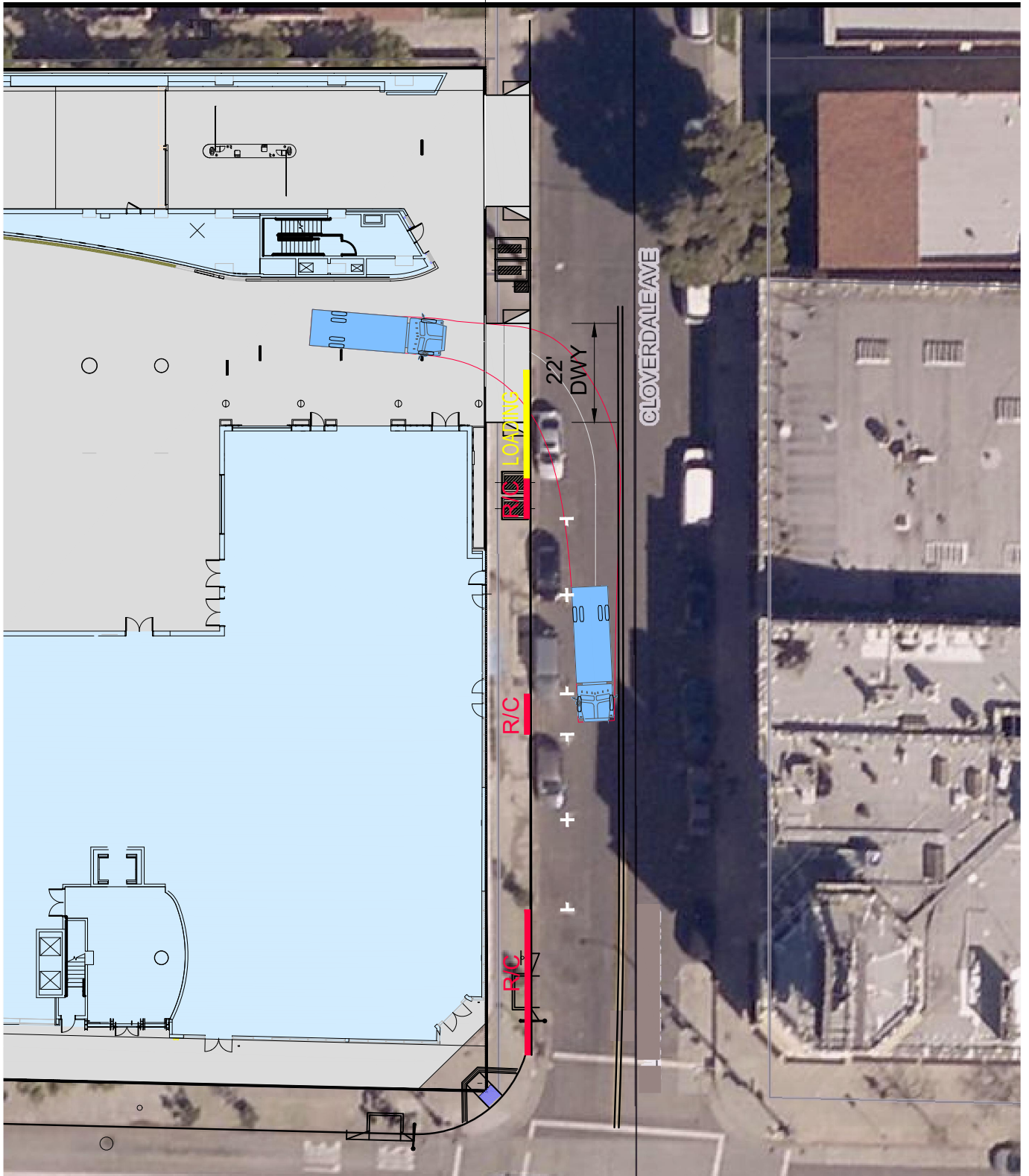


7/22/2020



Hirsch/Green Transportation Consulting, Inc.

26-FOOT COCHRAN AVENUE ENTRANCE
22-FOOT CLOVERDALE AVENUE EXIT
SU-30 DELIVERY TRUCK



*R/SNO

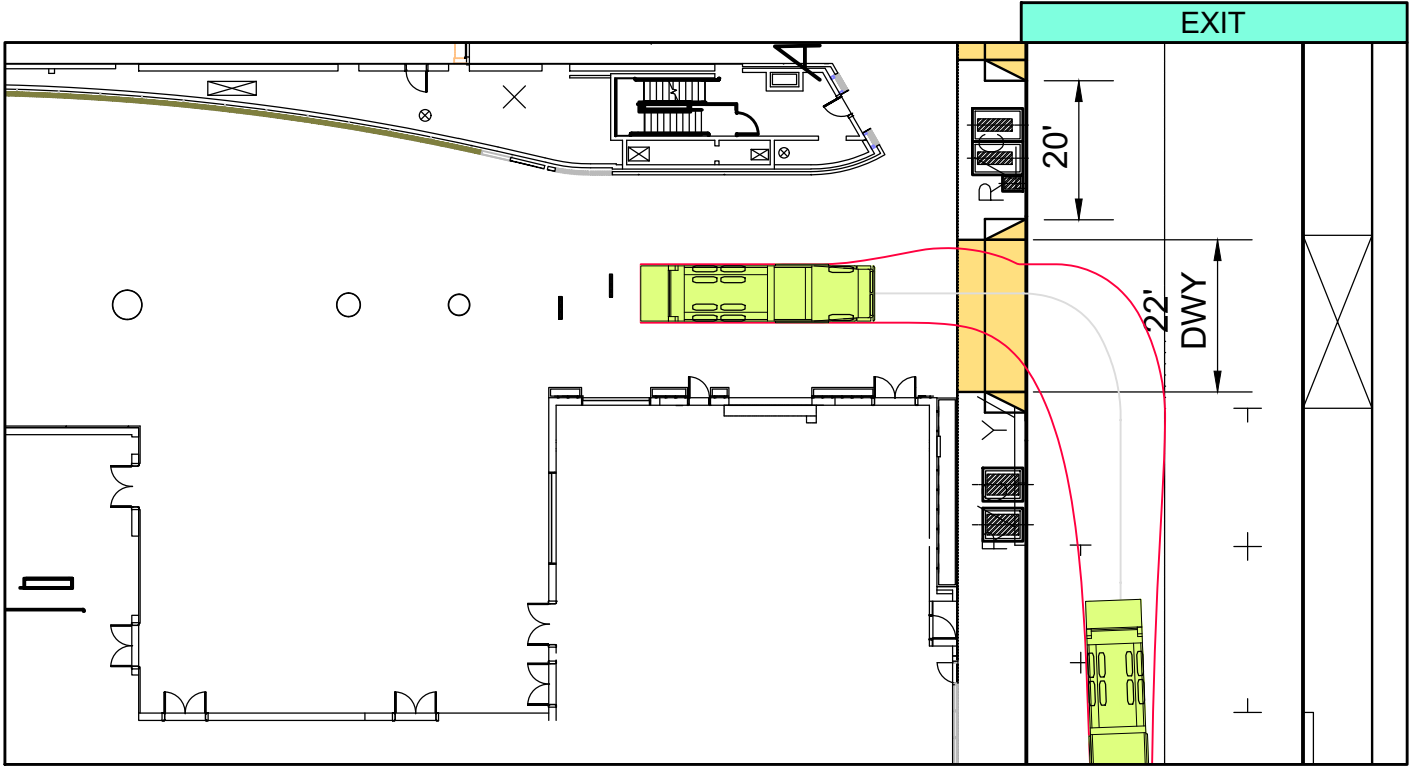
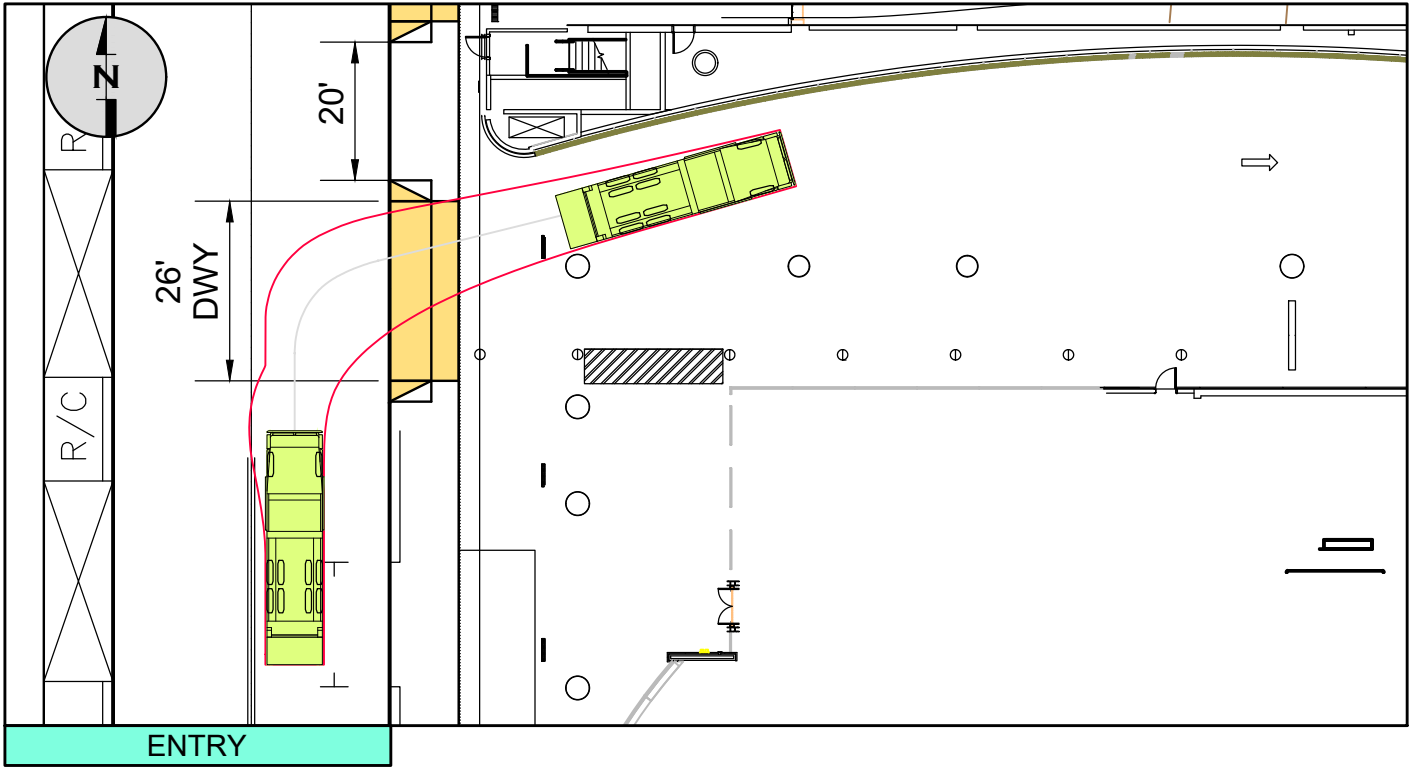
*R/PAGEND



Hirsch/Green Transportation Consulting, Inc.

CLOVERDALE AVENUE EXIT SU-30 DELIVERY TRUCK

5411 WILSHIRE (2020 PROJECT) \ SITE ACCESS STRIPING PLAN (22-FOOT DWY EXIT)(ALT-10)

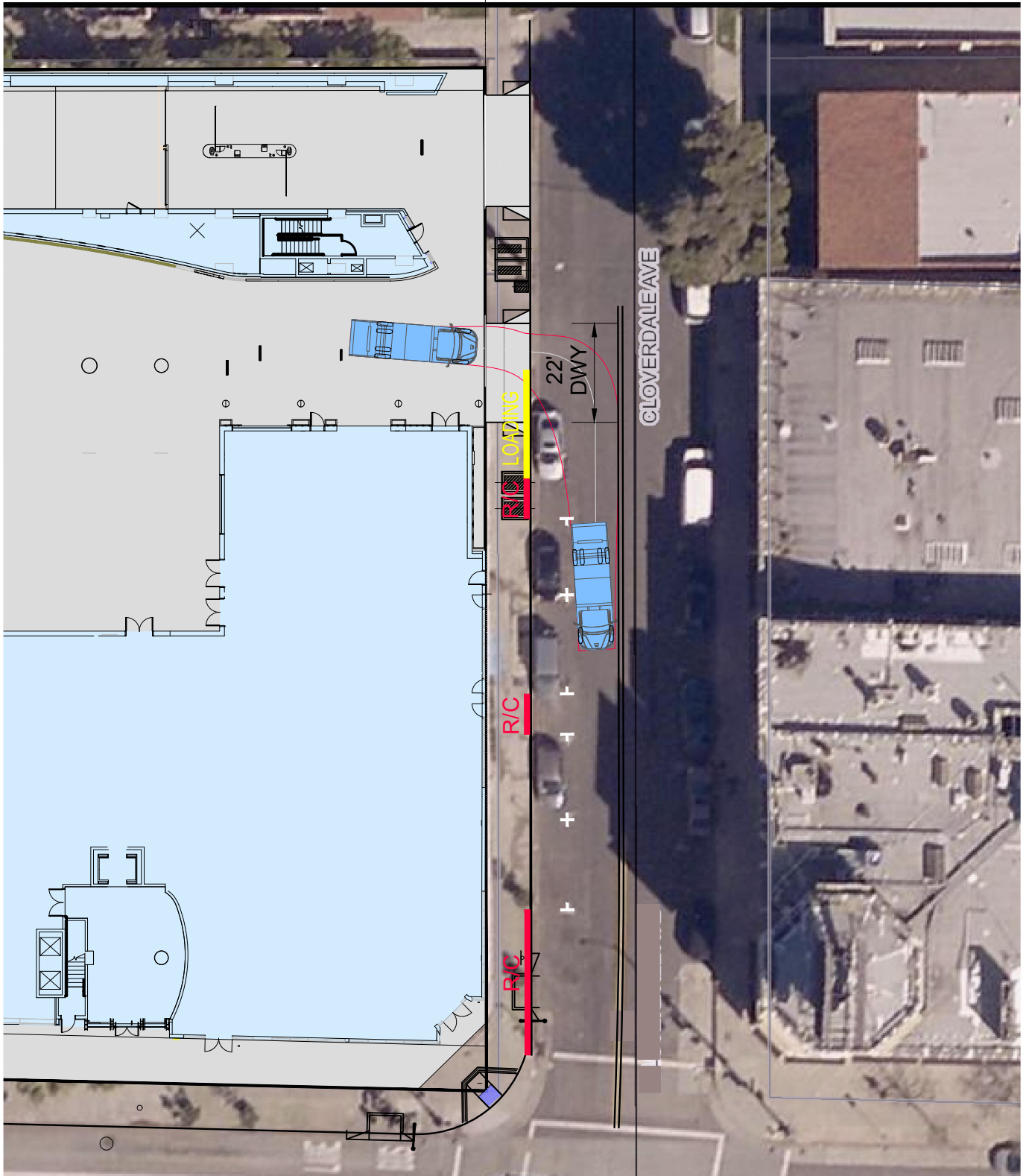


7/22/2020



Hirsch/Green Transportation Consulting, Inc.

26-FOOT COCHRAN AVENUE ENTRANCE
22-FOOT CLOVERDALE AVENUE EXIT
FRONT LOADING TRASH TRUCK



PHOTO

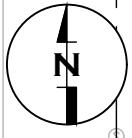
LEGEND



Hirsch/Green Transportation Consulting, Inc.

CLOVERDALE AVENUE EXIT FRONT LOADING TRASH TRUCK

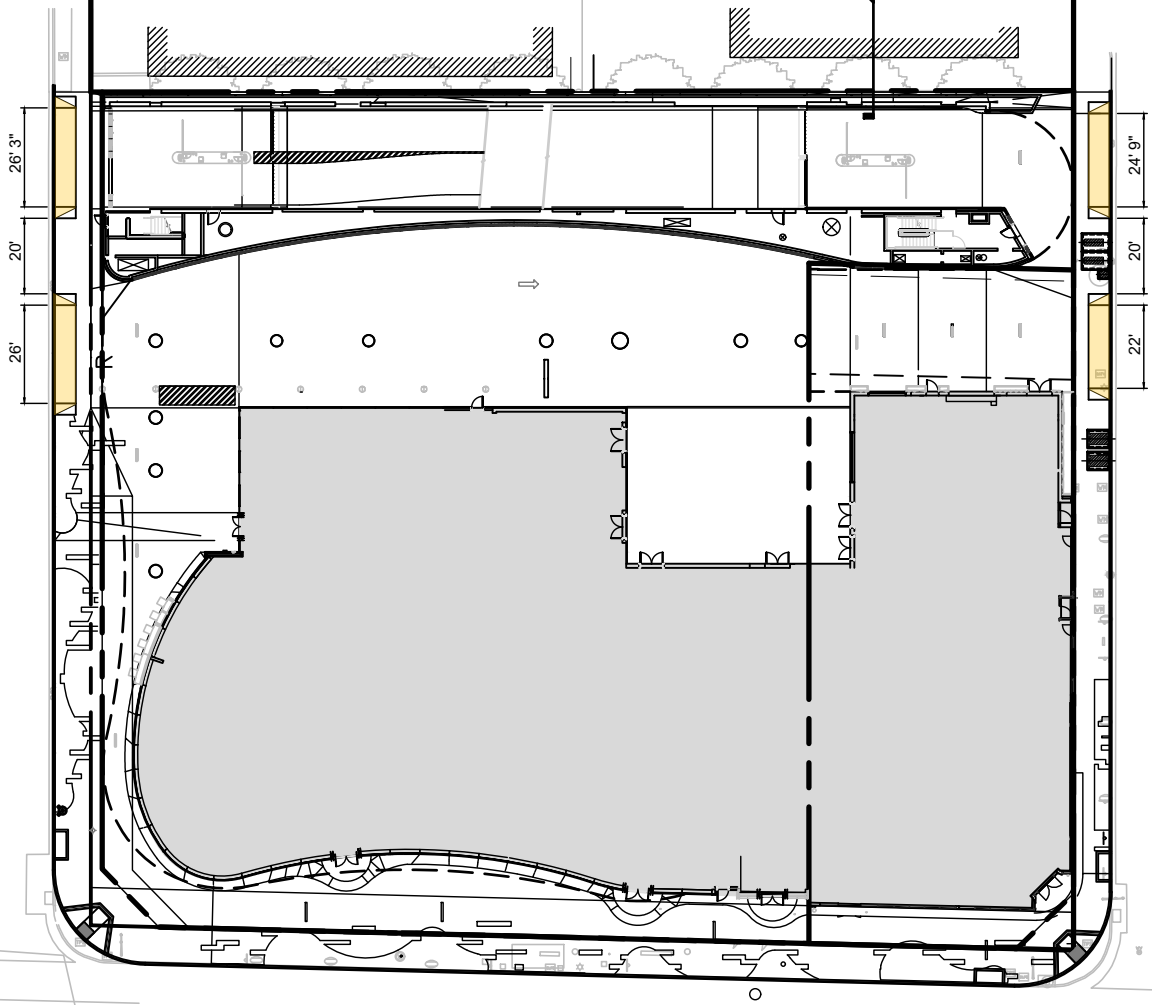
5411 WILSHIRE (2020 PROJECT) \ SITE LAYOUT (1800469-C-1.32GP)



COCHRAN AVENUE

CLOVERDALE AVENUE

WILSHIRE BOULEVARD



7/23/2020



Hirsch/Green Transportation Consulting, Inc.

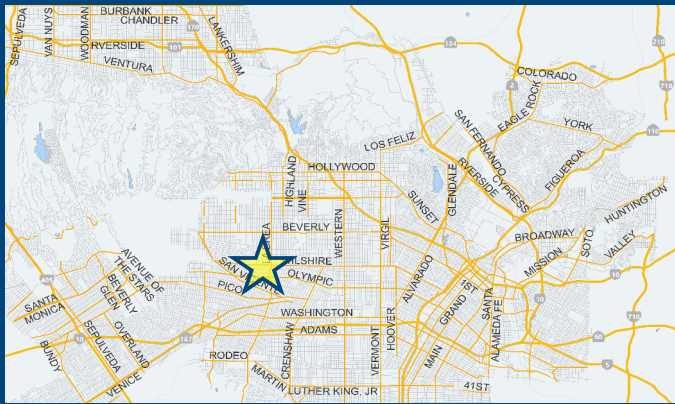
5411 WILSHIRE BOULEVARD
PROJECT SITE LAYOUT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project: Mirabel Mixed-Use Project (688 S. Cochran Avenue)
Scenario: Project VMT Impact Analysis
Address: 688 S COCHRAN AVE, 90036



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	310	DU
Housing Affordable Housing - Family	38	DU
Retail General Retail	4,578	ksf
Retail High-Turnover Sit-Down Restaurant	4,598	ksf
(custom) Cafe Retail/Non-Retail	Retail	LU type
(custom) Cafe Residents	0	Person
(custom) Cafe Employees	4	Person
(custom) Cafe Daily	315	Trips
(custom) Cafe HBW-Attraction Split	6	Percent
(custom) Cafe HBO-Attraction Split	50	Percent
(custom) Cafe NHB-Attraction Split	22	Percent
(custom) Cafe HBW-Production Split	0	Percent
(custom) Cafe HBO-Production Split	0	Percent
(custom) Cafe NHB-Production Split	22	Percent

TDM Strategies

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

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

A Parking

Reduce Parking Supply

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

Unbundle Parking

Proposed Prj Mitigation monthly parking cost (dollar) for the project site

Parking Cash-Out

Proposed Prj Mitigation percent of employees eligible

Price Workplace Parking

daily parking charge (dollar)
 Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits

Proposed Prj Mitigation 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 Mitigation
1,755 Daily Vehicle Trips	1,755 Daily Vehicle Trips
10,866 Daily VMT	10,866 Daily VMT
4.0 Household VMT per Capita	4.0 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



NOTE: EXISTING SITE USE VMT AND TRIP GENERATION CALCULATIONS DO NOT INCLUDE ENTITLED BUT CURRENTLY VACANT 800 SQ. FT. RETAIL AREA

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 21, 2021

Project Name: Mirabel Mixed-Use Project (688 S. Cochr

Project Scenario: Project VMT Impact Analysis

Project Address: 688 S COCHRAN AVE, 90036



Version 1.3

Project Information			
	Land Use Type	Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	310	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	38	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	General Retail	4.578	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	High-Turnover Sit-Down Restaurant	4.598	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
<i>Office</i>	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
Other	Cafe	315	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 21, 2021

Project Name: Mirabel Mixed-Use Project (688 S. Cochr

Project Scenario: Project VMT Impact Analysis

Project Address: 688 S COCHRAN AVE, 90036



Version 1.3

Analysis Results			
Total Employees: 32			
Total Population: 818			
Proposed Project		With Mitigation	
1,755	Daily Vehicle Trips	1,755	Daily Vehicle Trips
10,866	Daily VMT	10,866	Daily VMT
4	Household VMT per Capita	4	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 21, 2021

Project Name: Mirabel Mixed-Use Project (688 S. Coch

Project Scenario: Project VMT Impact Analysis

Project Address: 688 S COCHRAN AVE, 90036



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	578	578
		Actual parking provision (spaces)	475	475
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 21, 2021

Project Name: Mirabel Mixed-Use Project (688 S. Coch

Project Scenario: Project VMT Impact Analysis

Project Address: 688 S COCHRAN AVE, 90036



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	
		<i>Lines within project site improved (<50%, >=50%)</i>	0	
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	100%	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 21, 2021

Project Name: Mirabel Mixed-Use Project (688 S. Coch

Project Scenario: Project VMT Impact Analysis

Project Address: 688 S COCHRAN AVE, 90036



Version 1.3

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



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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 21, 2021

Project Name: Mirabel Mixed-Use Project (688 S. Cochran Avenue)

Project Scenario: Project VMT Impact Analysis

Project Address: 688 S COCHRAN AVE, 90036



Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 21, 2021

Project Name: Mirabel Mixed-Use Project (688 S. Cochran Avenue)

Project Scenario: Project VMT Impact Analysis

Project Address: 688 S COCHRAN AVE, 90036



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

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

where X%=

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

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 21, 2021

Project Name: Mirabel Mixed-Use Project (688 S. Coch

Project Scenario: Project VMT Impact Analysis

Project Address: 688 S COCHRAN AVE, 90036



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	310	-24.5%	234	6.5	2,015	1,521
Home Based Other Production	859	-46.1%	463	4.8	4,123	2,222
Non-Home Based Other Production	598	-6.5%	559	7.1	4,246	3,969
Home-Based Work Attraction	59	-45.8%	32	7.6	448	243
Home-Based Other Attraction	859	-46.4%	460	6.4	5,498	2,944
Non-Home Based Other Attraction	294	-7.5%	272	5.9	1,735	1,605

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.1%	203	1,322	-13.1%	203	1,322
Home Based Other Production	-13.1%	402	1,931	-13.1%	402	1,931
Non-Home Based Other Production	-13.1%	486	3,449	-13.1%	486	3,449
Home-Based Work Attraction	-13.1%	28	211	-13.1%	28	211
Home-Based Other Attraction	-13.1%	400	2,558	-13.1%	400	2,558
Non-Home Based Other Attraction	-13.1%	236	1,395	-13.1%	236	1,395

MXD VMT Methodology Per Capita & Per Employee

Total Population: 818

Total Employees: 32

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	3,253	3,253
<i>Total Home Based Work Attraction VMT</i>	211	211
<i>Total Home Based VMT Per Capita</i>	4.0	4.0
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

Attachment C
CEN21-52507_688 S Cochran Ave

Table 5
Highway Capacity Manual ("HCM") Delay-Based" Intersection Operations Analysis
Existing (2021) and Future (2027) Peak Hour Conditions

Int. No.	Intersection	Peak Hour	Existing (2021)		Future (2027)				
			Delay *	LOS	Without Project		With Project		
			Delay *	LOS	Delay *	LOS	Delay *	LOS	Change
1	Wilshire Boulevard and Cochran Avenue	AM	28.6	C	31.9	C	30.7	C	-1.2
		PM	34.3	C	41.8	D	38.2	D	-3.6
2	Wilshire Boulevard and Cloverdale Avenue	AM	9.6	A	9.9	A	12.3	B	2.4
		PM	11.8	B	12.6	B	13.0	B	0.4

Note:

*** Total Intersection approach delay in seconds per vehicle.