

M. TRANSPORTATION/TRAFFIC

This section is based upon the Traffic Impact Study for the Project prepared by Crain & Associates, dated June 2002 (**Appendix 18**). A summary of the analysis is provided below.

Existing Conditions

The proposed Project is located in the western portion of the City of Los Angeles. The surrounding area is a mixture of commercial, residential, studio and recreational uses. The streets and highways in this area serve many high activity centers, resulting in high traffic volumes within and through the area. Access to the Project is expected to be provided mostly by the San Diego Freeway, Santa Monica Freeway, and the surface streets and highways discussed below. **Figure T-1** shows the local roadway network as well as identifies intersections studied in the Project traffic analysis.

Six roadways comprise the Century City North street network. Those are Santa Monica Boulevard, Olympic Boulevard, Constellation Boulevard, Century Park West, Avenue of the Stars and Century Park East which are described below. Other major thoroughfares in the area are Wilshire Boulevard, Sepulveda Boulevard, Beverly Glen Boulevard, Westwood Boulevard, and Pico Boulevard.

Streets and Highways

Located approximately 2 miles west of the Project, the San Diego Freeway (I-405) extends from the northern part of the San Fernando Valley, through Los Angeles County and into Orange County. It generally provides four lanes in each direction and includes high-occupancy vehicle (HOV) lanes for much of its route. In the study area, the I-405 runs north-south, interchanges with the Santa Monica Freeway, and has full or partial ramp connections at Sunset Boulevard, Wilshire Boulevard, Santa Monica Boulevard, Olympic/Pico Boulevards, and National Boulevard.

The Santa Monica Freeway (I-10) is approximately two miles south of the site. It runs east-west from the City of Santa Monica, through Downtown Los Angeles, and continues easterly as the San Bernardino Freeway. In the vicinity of the study area, it generally has four lanes in each direction, and no HOV lanes. It interchanges with I-405, and has full or partial ramp connections at Overland Avenue, National Boulevard/Manning Avenue and Robertson Boulevard.

Santa Monica Boulevard is a State highway (SR-2) and a divided major highway, handling high volumes of traffic, including buses. It consists of two two-way roadways separated by a median strip. These two roadways run east/west, with the north roadway being the more major of the two roadways. Santa Monica Boulevard North provides up to three lanes in each direction. Santa Monica Boulevard South varies from one to three lanes in each direction.

Olympic Boulevard is an east/west major highway located to the south of the subject property. It provides three lanes in the eastbound direction and four lanes westbound near the site. Olympic Boulevard has left-turn channelization at all intersections. At Avenue of the Stars, it is grade-separated, connecting to Avenue of the Stars via cloverleaf type ramps.

Pico Boulevard, a major highway, provides up to three lanes both eastbound and westbound. Left-turn channelization is available at most intersections.

Wilshire Boulevard is an east-west major highway and also a significant public transportation route. It is to the north of the Project site and has three to four lanes in each direction and left-turn channelization.

Constellation Boulevard is a two-block long, east/west secondary highway which runs through the middle of the Century City North Specific Plan. It provides three lanes in each direction. Constellation Boulevard runs along the northern boundary of the Project site.

Figure T-1 Traffic Study Intersections

Overland Avenue is a major highway from Pico Boulevard southerly and provides a direct connection to the I-10. It has two lanes plus left-turn channelization in each direction. North of Pico Boulevard, it becomes a two-lane local street, terminating at Santa Monica Boulevard.

Beverly Glen Boulevard is a north-south major highway extending from the San Fernando Valley, across the Santa Monica Mountains, and terminates at Pico Boulevard. It provides two lanes in each direction and left-turn channelization.

Century Park West is a secondary highway running north-south between Santa Monica Boulevard South and Olympic Boulevard. This short street segment has two or three through lanes in each direction and is located to the west of the subject property.

Avenue of the Stars is a north-south divided major highway and the central roadway through the Century City area. Avenue of the Stars has a median that varies in width and three through lanes on either side. The Project site fronts the 2000 block of Avenue of the Stars.

Century Park East is a north-south secondary highway which provides three lanes in both directions plus left-turn channelization. It extends the length of Century City along the east side. The eastern portion of the Project site block fronts on Century Park East.

Motor Avenue is designated a collector street from Pico Boulevard to Manning Avenue, and a secondary Highway south of Manning Avenue. This variable width roadway is striped with two lanes in each direction between Pico Boulevard and Monte Mar Drive and one lane in each direction thereafter to Manning Avenue.

Other streets or their intersections expected to be involved with Project access include:

- Sunset Boulevard: East-west modified major highway.
- Galaxy Way: East-west collector street in south Century City.
- Empyrean Way: East-west collector street in south Century City.
- Manning Avenue: East-west collector street west of Motor Avenue and secondary highway to the east.
- Sawtelle Boulevard: North-south collector street north of Olympic Boulevard and secondary highway to the south.
- Beloit Avenue: North-south collector street.
- Cotner Avenue: North-south collector street.
- Patricia Avenue: North-south local street north of Pico Boulevard and collector street to the south.
- Spalding Drive: North-south local street in the City of Beverly Hills.

Public Transit

Century City and the immediate Project vicinity are served by a number of public transit operators. These include the Los Angeles County Metropolitan Transportation Authority (MTA), Santa Monica Municipal Bus Lines (SMMBL) and Culver CityBus, which generally provide local bus service, and the Los Angeles Department of Transportation (LADOT), Santa Clarita Transit and Antelope Valley Transit, which provide express bus services. Most of the bus routes that access Century City allow for stops at a minimum of one of three Project site-adjacent intersections: 1) Constellation Boulevard and Avenue of the Stars, 2) Constellation Boulevard and Century Park East, and/or 3) Olympic Boulevard and Century Park East. Together, the bus routes described below render the Project accessible from the surrounding areas of Santa Monica, Brentwood, Westwood, Beverly Hills, Rancho

Park, Culver City, Palms, Fox Hills, Downtown Los Angeles, Encino, Santa Clarita, Lancaster and Palmdale. When transfer opportunities are considered, much of the Los Angeles Metropolitan area is connected to the Project via public transit. Bus routes serving Century City and the Project vicinity are summarized in Appendix 18.

Existing Traffic Volumes

Traffic volume data was obtained from manual traffic counts conducted in 2000, 2001 and 2002, with the majority of them being done in 2001, the selected base year of the traffic study. Where 2000 counts were used, they were growth-factored by 1.5 percent to reflect existing conditions for 2001. Counts taken in 2002 were not adjusted. **Figures T-2 and T-3** depict the existing (2001) AM and PM peak-hour traffic volumes at the thirty-eight study intersections.

Detailed traffic analyses of existing traffic conditions were performed at thirty-eight study intersections. These traffic analyses were performed through the use of established traffic engineering techniques for the critical peak periods. The new traffic counts described earlier were utilized to reflect any recent changes in traffic demand patterns. Other data pertaining to intersection widths and geometrics, bus stop locations, on-street parking restrictions, and traffic signal operations were obtained from field checks. The thirty-eight intersections analyzed are as follows:

1. Sunset Boulevard and Beverly Glen Boulevard (E)
2. Sunset Boulevard and Beverly Glen Boulevard (W)
3. Wilshire Boulevard and Beverly Glen Boulevard
4. Santa Monica Boulevard (N) and Overland Avenue
5. Santa Monica Boulevard (S) and Overland Avenue
6. Santa Monica Boulevard (N) and Beverly Glen Boulevard
7. Santa Monica Boulevard (S) and Beverly Glen Boulevard
8. Santa Monica Boulevard (S) and Century Park West
9. Santa Monica Boulevard (N) and Club View Drive
10. Santa Monica Boulevard (N) and Avenue of the Stars
11. Santa Monica Boulevard (S) and Avenue of the Stars
12. Santa Monica Boulevard (N) and Century Park East
13. Santa Monica Boulevard (S) and Century Park East
14. Santa Monica Boulevard (N) and Wilshire Boulevard
15. Santa Monica Boulevard (S) and Wilshire Boulevard
16. Constellation Boulevard and Century Park West
17. Constellation Boulevard and Avenue of the Stars
18. Constellation Boulevard and Century Park East
19. Olympic Boulevard and Overland Avenue
20. Olympic Boulevard and Beverly Glen Boulevard
21. Olympic Boulevard and Century Park West
22. Olympic Boulevard Westbound Ramps and Avenue of the Stars
23. Olympic Boulevard Eastbound Ramps and Avenue of the Stars
24. Olympic Boulevard and Century Park East
25. Olympic Boulevard and Spalding Drive
26. Galaxy Way and Avenue of the Stars
27. Empyrean Way and Avenue of the Stars

Figure T-2 Existing (2001) Traffic Volumes-AM Peak Hour

Figure T-3 Existing (2001) Traffic Volumes-PM Peak Hour

28. Pico Boulevard and Overland Avenue
29. Pico Boulevard and Patricia Avenue
30. Pico Boulevard and Beverly Glen Boulevard
31. Pico Boulevard and Motor Avenue
32. Pico Boulevard and Avenue of the Stars
33. Pico Boulevard and Century Park East
34. Manning Avenue and Motor Avenue
35. Santa Monica Boulevard and 405 Freeway Southbound Ramps/Beloit Avenue
36. Santa Monica Boulevard and 405 Freeway Northbound Ramps/Cotner Avenue
37. 405 Freeway SB Off-Ramp/Tennessee Avenue and Sawtelle Boulevard
38. 405 Freeway NB On-Ramp/Tennessee Avenue and Cotner Avenue

These intersections, which were selected in consultation with the Los Angeles Department of Transportation, are the intersections which could be most affected by additional traffic generated by the Project. The last four intersections were included to address potential impacts involving San Diego Freeway ramps likely to be used by Project traffic. All of these are signalized intersections except for Empyrean Way and Avenue of the Stars (no. 27), and 405 Freeway Northbound On-Ramp/Tennessee Avenue and Cotner Avenue (no. 38).

Level of Service Methodology

The methodology used for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in the Transportation Research Board Circular 212,⁵³ Interim Materials on Highway Capacity. In the discussion of the Critical Movement Analysis (CMA) for signalized intersections, procedures were developed for determining operating characteristics of an intersection in terms of the "Level of Service" (LOS) provided for different levels of traffic volume and other variables, such as the number of traffic signal phases. Level of Service describes the quality of traffic flow. Levels of Service A to C denote conditions in which traffic operations are proceeding quite well, with no interruptions in traffic flow due to traffic volumes. Level D, a more constrained condition, is the level for which a metropolitan area street system is typically designed. Level E represents volumes at or near roadway capacity, which will result in possible stoppages of momentary duration and occasional unstable flow. Level F is a forced-flow condition, occurring when a facility is overloaded and vehicles experience stop-and-go traffic with delays of long duration.

A determination of the LOS at a signalized intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in **Table V.M-1** can be used to determine the applicable LOS.

⁵³ Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington D.C. , 1980

Table V.M-1^(a)
Critical Movement Volume Ranges
For Determining Levels of Service

Level of Service	Maximum Sum of Critical Volumes (VPH)		
	Two Phase ^(b)	Three Phase ^(b)	Four or More Phases ^(b)
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	-----Not Applicable-----		

^(a) For planning applications only, i.e., not appropriate for operations and design applications.
^(b) "Phasing" refers to the signal phasing for the signal at the subject intersection and whether the signal has two, three or four or more phases in its operation

Capacity is defined herein to represent the maximum total hourly movement volume which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table V.M-2. The Critical Movement Analysis (CMA) indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. Thus, the Level of Service corresponding to a range of CMA values is shown in Table V.M-2.

Table V.M-2
Level of Service
As a Function of CMA Values

Level of Service	Description of Operating Characteristics	Range of CMA Values
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above.	>0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

Existing Intersection Levels of Service

By applying this analysis procedure to the study intersections, the Critical Movement Analysis (CMA) values and the corresponding Levels of Service for existing traffic conditions were determined. The Existing (2001) condition results of the Critical Movement Analysis for the study intersections are shown in **Table V.M-3**. These results indicate that the study intersections are operating at Levels of Service ranging from A to F, with 12 intersections at LOS E or F in one or both peak hours.

Table V.M-3
Existing (2001) Conditions
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

Intersection		Peak Hour	CMA	LOS
1.	Sunset Blvd. & Beverly Glen Blvd. (E)	AM	0.894	D
		PM	1.023	F
2.	Sunset Blvd. & Beverly Glen Blvd. (W)	AM	1.189	F
		PM	1.062	F
3.	Wilshire Blvd. & Beverly Glen Blvd.	AM	0.868	D
		PM	0.884	D
4.	Santa Monica Blvd. (N) & Overland Ave.	AM	0.861	D
		PM	0.814	D
5.	Santa Monica Blvd. (S) & Overland Ave.	AM	0.478	A
		PM	0.428	A
6.	Santa Monica Blvd. (N) & Beverly Glen Blvd.	AM	0.849	D
		PM	0.823	D
7.	Santa Monica Blvd. (S) & Beverly Glen Blvd.	AM	0.849	D
		PM	0.884	D
8.	Santa Monica Blvd. (S) & Century Park West	AM	0.325	A
		PM	0.397	A
9.	Santa Monica Blvd. (N) & Club View Dr.	AM	0.613	B
		PM	0.707	C
10.	Santa Monica Blvd. (N) & Ave. of the Stars	AM	0.825	D
		PM	0.755	C
11.	Santa Monica Blvd. (S) & Ave. of the Stars	AM	0.506	A
		PM	0.544	A
12.	Santa Monica Blvd. (N) & Century Park East	AM	0.759	C
		PM	0.666	B

Table V.M-3 (Cont.)
Existing (2001) Conditions
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

Intersection		Peak Hour	CMA	LOS
13.	Santa Monica Blvd. (S) & Century Park East	AM	0.771	C
		PM	0.648	B
14.	Santa Monica Blvd. (N) & Wilshire Blvd.	AM	1.096	F
		PM	1.046	F
15.	Santa Monica Blvd. (S) & Wilshire Blvd.	AM	1.144	F
		PM	0.977	E
16.	Constellation Blvd. & Century Park West	AM	0.265	A
		PM	0.260	A
17.	Constellation Blvd. & Ave. of the Stars	AM	0.646	B
		PM	0.537	A
18.	Constellation Blvd. & Century Park East	AM	0.362	A
		PM	0.557	A
19.	Olympic Blvd. & Overland Ave.	AM	1.176	F
		PM	1.141	F
20.	Olympic Blvd. & Beverly Glen Blvd.	AM	0.820	D
		PM	0.851	D
21.	Olympic Blvd. & Century Park West	AM	0.917	E
		PM	0.966	E
22.	Olympic Blvd. WB Ramps & Ave. of the Stars	AM	0.461	A
		PM	0.415	A
23.	Olympic Blvd. EB Ramps & Ave. of the Stars	AM	0.379	A
		PM	0.388	A
24.	Olympic Blvd. & Century Park East	AM	0.861	D
		PM	0.829	D
25.	Olympic Blvd. & Spalding Dr.	AM	0.983	E
		PM	0.865	D
26.	Galaxy Wy. & Ave. of the Stars	AM	0.381	A
		PM	0.427	A
27.	Empyrean Wy. & Ave. of the Stars	AM	0.477	A
		PM	0.419	A

Table V.M-3 (Cont.)
Existing (2001) Conditions
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

Intersection		Peak Hour	CMA	LOS
28.	Pico Blvd. & Overland Ave.	AM	0.894	D
		PM	1.234	F
29.	Pico Blvd. & Patricia Ave.	AM	0.729	C
		PM	0.649	B
30.	Pico Blvd. & Beverly Glen Blvd.	AM	0.603	B
		PM	0.635	B
31.	Pico Blvd. & Motor Ave.	AM	0.934	E
		PM	0.983	E
32.	Pico Blvd. & Ave. of the Stars	AM	0.837	D
		PM	0.967	E
33.	Pico Blvd. & Century Park East	AM	0.732	C
		PM	0.806	D
34.	Manning Ave. & Motor Ave.	AM	0.877	D
		PM	0.843	D
35.	Santa Monica Blvd. & 405 Fwy. SB Ramps/Beloit Ave.	AM	0.768	C
		PM	0.658	B
36.	Santa Monica Blvd. & 405 Fwy. NB Ramps/Cotner Ave.	AM	0.830	D
		PM	0.814	D
37.	405 Fwy. SB Off-Ramp/ Tennessee Ave. & Sawtelle Blvd.	AM	0.537	A
		PM	0.803	D
38.	405 Fwy. NB On Ramp/ Tennessee Ave. & Cotner Ave.	AM	0.932	E
		PM	1.072	F

Existing Project Site Trip Generation

The vehicular trip generation of projects in the Century City area is typically analyzed according to three methodologies. These methodologies and the associated trip generation rates are contained or referenced in the Century City North Specific Plan (CCNSP), West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), and LADOT Traffic Study Policies and Procedures manual. In addition, LADOT has required a fourth methodology to analyze project impacts to provide a more conservative analysis. This is the methodology utilized to determine Project traffic impacts. The trip rates used in the traffic analysis for the existing uses and the proposed Project have been reviewed and approved by LADOT.

The subject property is currently developed with a variety of uses. These uses include office, live theater (Shubert Theater), movie theater (Loew's Cineplex), restaurant, retail and health club.

Traffic generation rates for the Project land-use components are specified in the Century City North Specific Plan (CCNSP). This plan contains trip rates, which are to be used when evaluating a project or a change in land use in the Century City area. Under the CCNSP, daily trip rates pertaining to Cumulative Automobile Trip Generation Potential (CATGP) are to be applied against the FAR area. As shown in **Table V.M-4**, the existing uses generate 19,161 daily trips.

Traffic generation rates for the Project land-use components are also specified in the current West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) Ordinance Number 171,492, which became effective March 8, 1997 as administered by the City of Los Angeles Department of Transportation (LADOT). The WLA TIMP focuses on the PM peak hour and provides PM peak hour trip rates for the office, theater, restaurant, retail and health club uses of the site. No daily and AM peak hour trip rates are contained in the WLA TIMP. According to the WLA TIMP, the existing uses generate 3,355 PM peak hour trips (see **Table V.M-5**).

Standard LADOT Methodology requires the use of the most current Trip Generation handbook (6th edition), published by the Institute of Transportation Engineers (ITE), unless the project is within a Transportation Specific Plan area. The existing use trip generation pursuant to the Standard LADOT Methodology is set forth in **Table V.M-6**.

To provide a more conservative analysis than under its Standard Methodology, LADOT has required a Revised Methodology that incorporates adjustments for internal trip-making (i.e., trips made between uses on the same site without requiring use of the surrounding streets). This “capture” of trips internal to the site has the net effect of reducing the trips generated between the development and the external street system. A LADOT recommended internal trip reduction percentage of 50% was applied to the following proposed and existing uses: High-Turnover Restaurant, Quality Restaurant, Retail, and Health Club

Under this conservative approach, the estimated trip generations for existing uses were determined and are shown in **Table V.M-7**.

Table V.M-4
Existing Trip Generation
Per Century City North Specific Plan (CCNSP)

Land Uses	FAR Area	Gross Floor Area	Per CCNSP Daily Trip	
			Rate/1,000 sf FAR	Daily Trips
Existing Uses				
Office	287,701 sf	332,856 gsf	14	4,028
Movie Theater	39,695 sf	43,056 gsf	35	1,389
Live Theater	108,786 sf	119,554 gsf	35	3,808
High-Turnover Restaurant	108,292 sf	117,212 gsf	45	4,873
Quality Restaurant	36,098 sf	39,071 gsf	45	1,624
Retail	57,316 sf	61,970 gsf	35	2,006
Health Club	40,934 sf	44,277 gsf	35	1,433
Existing Total	678,822 sf	757,996 gsf		19,161

Source: Crain and Associates, 2002.

Table V.M-5
Existing Use Trip Generation Analysis
West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP)

Land Uses	Gross Floor Area	PM Peak Hour	
		Inbound	Outbound
Office	332,856 gsf	77	383
Movie Theater	43,056 gsf	158	105
	1,751 st		
Live Theater	119,554 gsf	23	22
	2,250 st		
High-Turnover Restaurant	117,212 gsf	908	606
Quality Restaurant	39,071 gsf	193	95
Retail	61,970 gsf	286	309
Health Club	44,277 gsf	116	74
Existing Total	757,996 gsf	1,761	1,594
			3,355

Table V.M-6
Existing Use Trip Generation Analysis
Standard LADOT Methodology

Existing Uses	Size	Daily	AM Peak Hour		PM Peak Hour	
			I/B	O/B	I/B	O/B
Office	332,856 gsf	3,342	428	58	77	383
Movie Theater	43,056 gsf					
	1,751 st	3,152	18	0	158	105
Shubert Theater	119,554 gsf					
	2,250 st	2,550	23	0	23	22
High-Turnover Restaurant	117,212 gsf	15,277	565	522	908	606
Quality Restaurant	39,071 gsf	3,514	26	6	193	95
Retail	61,970	2,660	39	25	286	309
Health Club	44,277 gsf	1,328	6	7	116	74
Subtotals	757,996 gsf	31,823	1,105	618	1,761	1,594
			1,723		3,355	

Table V.M-7
Existing Use Trip Generation Analysis
Revised LADOT Methodology

Existing Uses	Size	Daily	AM Peak Hour		PM Peak Hour	
			I/B	O/B	I/B	O/B
Office	332,856 gsf	3,342	428	58	77	383
Movie Theater	43,056 gsf					
	1,751 st	3,152	18	0	158	105
Shubert Theater	119,554 gsf					
	2,250 st	2,550	23	0	23	22
High-Turnover Restaurant	117,212 gsf	15,277	565	522	908	606
Quality Restaurant	39,071 gsf	3,514	26	6	193	95
Retail	61,970	2,660	39	25	286	309
Health Club	44,277 gsf	1,328	6	7	116	74
Subtotals	757,996 gsf	31,823	1,105	618	1,761	1,594
			1,723		3,355	
<i>Less Internal Trip Adjustments</i>						
High-Turnover Restaurant	50%	-7,639	-283	-261	-454	-303
Quality Restaurant	50%	-1,757	-13	-3	-97	-48
Retail	50%	-1,330	-20	-13	-143	-155
Health Club	50%	-664	-3	-4	-58	-37
Total Internal Reductions		-11,390	-319	-281	-752	-543
			-600		-1,295	
Net Existing Trips		20,433	786	337	1,009	1,051
			1,123		2,060	

Threshold of Significance

WLA TIMP Intersection Thresholds

In the WLA TIMP Ordinance, LADOT defines a “significant transportation impact” at intersection locations based on relative increases in the intersection CMA values due to project and project-related traffic. The definition uses a “sliding scale” to evaluate impacts, allowing for greater increases in traffic at locations with more available (unused) capacity than at those intersections experiencing near or at capacity conditions. The LADOT significant impact criteria is shown below in **Table V.M-8**.

Table V.M-8
LADOT Significant Impact Criteria

Final CMA (V/C)	Level of Service	Project-Related Increase in CMA
0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

Project Impacts

Construction Phase

Construction of the Project will require demolition of the two existing buildings, and construction of the new building. The existing subterranean parking garage on the Project site will be retained with some modifications. Traffic during construction activities would be generated by activities including construction equipment, crew vehicles, haul trucks and trucks delivering building materials. Hauling of debris would be restricted to a haul route approved by the City.

The City of Los Angeles will approve specific haul routes for the transport of materials to and from the site during demolition and construction. Currently, the Project's haul route is not approved and is subject to the City's approval process. This process includes a public hearing and opportunities for the public to comment on the proposed route. Subject to approval, the general haul routes currently envisioned are as follows:

- **Inbound:** Approaching from the north, south, east or west, vehicles would travel the 10 Freeway and exit at Overland Boulevard. Proceed north to Pico Boulevard, east on Pico Boulevard to Avenue of the Stars, and north to the Project site.
- **Outbound:** From the site, vehicles would proceed east on Constellation Boulevard to Century Park East. South on Century Park East to Pico Boulevard. West on Pico Boulevard to Overland Avenue, and South on Overland Avenue to the 10 Freeway.

A goal of the Project is to reuse and/or recycle as much of the existing structure as possible. Materials that would be recycled include concrete and steel. Concrete from the site would be hauled via the Santa Monica (I-10) Freeway to recycling sites located to the east. Steel would be hauled via the San Diego (I-405) Freeway or Harbor Freeway (I-110) to recycling sites located to the south. The recycling component of the Project is a major design feature. It is anticipated that about 50 to 80 percent of all materials (by weight) would be recycled.

Removal of these materials during the demolition phase is expected to take approximately 5 months and will require approximately 41 roundtrip truckloads (or 82 directional daily trips, counting the arrival and departure of each truck separately). Work hours are anticipated to be from 7:00 a.m. to 5:30 p.m. Monday through Friday and 10:00 a.m. to 6:00 p.m. on Saturday. During the construction phase, all trips generated by the existing uses would be replaced by fewer trips comprised of commuting construction personnel and haul trucks. Additionally, the Project would be subject to the City's haul route approval process. See **Figure T-10** for a map of the proposed haul routes. Ingress and egress from the site would be designed pursuant to City code requirements. Nevertheless, it will be necessary to develop and implement a construction traffic control plan, including the designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate the traffic impact during construction.

Project Traffic Generation

The Project proposes to redevelop the subject property with a variety of uses, which include office, restaurant, retail and cultural. Projections of the amount of Project traffic expected to be generated were also calculated according to the CCNSP. The proposed Project would generate 12,450 daily Trips (**Table V.M-9**). Additionally, the proposed Project's traffic generation was compared to the amount of traffic being generated by the current development on the Project site (19,161 daily trips). Therefore, the proposed Project would result in a net decrease of 6,711 daily Trips. These existing trips will be removed from the area roadway system as a result of the removal of the existing site uses prior to construction of the 2000 Avenue of the Stars Project.

Projections of the amount of project traffic expected to be generated were calculated according to the WLA TIMP. The proposed Project would generate 1,418 PM trips (Table V.M-10). Additionally, the proposed Project's traffic generation was compared to the amount of traffic being generated by the current development on the Project site (3,355 PM trips). Therefore, the proposed Project would result in a net decrease of 1,937 PM trips. These existing trips will be removed from the area roadway system as a result of the removal of the existing site uses prior to construction of the 2000 Avenue of the Stars Project.

Trips generated by the proposed Project were also analyzed according to Standard LADOT Methodology. The AM peak-hour and daily trip generations were calculated using ITE formulas and rates. As shown in Table V.M-11, utilizing this approach, the Project would generate 11,253 daily trips, 1,135 AM peak hour trips and 1,418 PM peak hour trips. When compared to the amount of traffic being generated by the current development on the project site, the proposed Project results in a net decrease of 20,570 daily trips, 588 AM peak hour trips and 1,937 PM peak hour trips. These existing trips will be removed from the area roadway system as a result of the removal of the existing site uses prior to construction of the 2000 Avenue of the Stars Project.

Trips generated by the proposed Project were analyzed utilizing the Revised LADOT Methodology, which considers the effect of "internal capture" of trips made between uses on the site. Utilizing this approach, the proposed Project would generate 9,076 daily trips, 1,043 AM trips and 1,161 PM trips (See Table V.M-12). The existing uses of the site would be removed in order to allow for development of the proposed Project. When compared to the existing trip generation, the proposed Project results in a net decrease of 11,357 daily trips, 80 AM peak-hour trips and 899 PM peak-hour trips (See Table V.M-12).

Table V.M-9
Project Trip Generation
Per Century City North Specific Plan (CCNSP)

Land Uses	FAR Area	Gross Floor Area	Per CCNSP Daily Trip	
			Rate/1,000 sf FAR	Daily Trips
<u>Proposed Uses</u>				
Office	719,924 sf	763,900 gsf	14	10,079
High-Turnover Restaurant	15,264 sf	16,012 gsf	45	687
Quality Restaurant	15,263 sf	16,011 gsf	45	687
Retail	18,318 sf	19,214 gsf	35	641
Cultural Use	10,178 sf	10,675 gsf	35	356
<u>Proposed Totals</u>	778,947 sf	815,201 gsf		12,450
<u>Existing Total</u>	678,822 sf	757,996 gsf		19,161
<u>Net Project Total</u>				-6,711

Source: Crain and Associates, 2002.

Table V.M-10
Project Trip Generation Analysis
West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP)

Land Uses	Gross Floor Area	PM Peak Hour	
		Inbound	Outbound
Office	763,900 gsf	145	688
High-Turnover Restaurant	16,012 gsf	124	83
Quality Restaurant	16,011 gsf	79	39
Retail	19,214 gsf	89	96
Cultural	10,675 gsf	36	39
Proposed Total	825,812 gsf	473	945
			1,418
Existing Total	757,996 gsf	1,761	1,594
			3,355
Net Project Total		-1,288	-649
			-1,937

Table V.M-11
Project Trip Generation Analysis
Standard LADOT Methodology

Proposed Uses			AM Peak Hour		PM Peak Hour	
	Size	Daily	I/B	O/B	I/B	O/B
Office	763,900	6,325	830	113	145	688
High-Turnover Restaurant	16,012 gsf	2,087	77	71	124	83
Quality Restaurant	16,011 gsf	1,440	11	2	79	39
Retail	19,214 gsf	825	12	8	89	96
Cultural	10,675 gsf	576	8	3	36	39
Subtotal	825,812 gsf	11,253	938	197	473	945
			1,135		1,418	
Net Existing Total		31,823	1,105	618	1,761	1,594
			17,023		3,355	
Net Project Trips		-20,570	-167	-421	-1,288	-649
			-588		-1937	

Table V.M-12
2000 Avenue of the Stars
Project Trip Generation Analysis
Revised LADOT Methodology

Proposed Uses			AM Peak Hour		PM Peak Hour	
	Size	Daily	I/B	O/B	I/B	O/B
Office	763,900	6,325	830	113	145	688
High-Turnover Restaurant	16,012 gsf	2,087	77	71	124	83
Quality Restaurant	16,011 gsf	1,440	11	2	79	39
Retail	19,214 gsf	825	12	8	89	96
Cultural	10,675 gsf	576	8	3	36	39
Subtotal	825,812 gsf	11,253	938	197	473	945
			1,135		1,418	
<i>Less Internal Trip Adjustments</i>						
High-Turnover Restaurant	50%	-1,044	-39	-36	-62	-42
Quality Restaurant	50%	-720	-6	-1	-40	-20
Retail	50%	-413	-6	-4	-45	-48
Net Internal Reductions		-2,177	-51	-41	-147	-110
			-92		-257	
Net Proposed Total		9,076	877	156	326	835
			1,043		1,161	
Net Existing Total		20,433	786	337	1,009	1,051
			1,123		2,060	
Net Project Trips		-11,357	101	-181	-683	-216
			-80		-899	

Trip Distribution

Determination of the geographic distribution of generated trips is the next step in the study process. Project generated traffic was assigned to the local roadway system based on a trip distribution pattern estimated by Crain & Associates in conjunction with LADOT staff. The trip distribution for the Project was determined by considering the proposed land use, existing traffic movements, characteristics of the surrounding roadway system, nearby regional population and employment centers, geographic location of the Project site and its proximity to freeways, major travel routes, and the residential communities and areas from which the great majority of employees and patrons would likely be attracted. Based on these factors and a review of traffic patterns in the area, the regional trip distributions shown below were estimated for the Project. Approximately 60 percent were estimated as using surface streets for primary site access, with the remaining 40 percent using the San Diego Freeway (23 percent) and Santa Monica Freeway (17 percent) for primary site access.

The directional trip distribution for the Project was estimated as North: 25%, South: 20%, East: 37%, West: 18%. This distribution pattern was also assumed applicable to the existing development.

Trip Assignment

The assignment of Project trips was accomplished in two steps. The number of trips associated with each direction was first calculated using the distribution percentages shown above. A more discrete trip assignment was then made to the street system expected to be used. These assignments

considered the most likely routings to and from the Project site based on current traffic turning patterns, potential future congestion points, roadway geometrics, and traffic signal controls.

The estimated inbound and outbound Project trip percentages at the study intersections and site driveways is shown in Appendix 18 of this report. The net Project AM and PM peak hour volumes assigned to these intersections are shown in **Figures T-4 and T-5**, respectively.

Access

Vehicular access to the Project site would be designed in accordance with City code requirements. Parking in the subterranean parking garage would be restricted to employees and visitors to uses on the Project site. Access to the subterranean parking area will be provided by driveways on the south side of Constellation Boulevard, the west side of Century Park East, the north side of Olympic Boulevard. The valet drop-off area would be served by one entry and one exit driveway on the east side of Avenue of the Stars. In addition, there is an exit-only driveway connecting to Century Park East south of Olympic Boulevard, via a subterranean roadway from the garage.

Parking and Pedestrian Access

The following parking analysis is based upon a Parking Capacity Study prepared by International Parking Design, Inc., included as an appendix to the Project traffic study. Currently, there are 45 parking spaces at grade, 186 spaces on parking level A, 604 spaces on level B, 1,144 spaces on level C, 1,155 spaces on level D, 1,151 spaces on level E and 1,186 spaces on level F totaling 5,471 parking spaces on-site. In addition, there are 451 off-site parking spaces in the garage west of the Century Plaza Hotel, which are covenanted for the site. Therefore, the existing parking supply for the overall site is 5,922 spaces. The code parking required for the 2029 and 2049 Century Plaza Towers is 4,205 spaces. This requirement is currently and would continue to be fully satisfied by available on-site parking supplies. Code parking required for 2020 and 2040 Avenue of the Stars is 1,717 spaces.

Construction of the proposed Project would remove all of the site uses except for the Century Plaza Towers and the subterranean parking garage. Due to the structural improvements to the subterranean columns, parking spaces in the garage would be modified.

The total code required parking spaces for the proposed Project is 6,065 spaces and includes parking space reductions pursuant to Los Angeles Municipal Code Section 12.21-A4(c) and Section 12.24-Y. Section 12.21-A4(c) provides for parking reductions for bicycle spaces provided on-site. In addition, Section 12.24-Y provides further parking reductions for commercial buildings located within 1,500 feet from a transit facility.

The Project has two alternatives for parking. The preferred parking plan would provide all code required parking on-site. The Project would provide 45 parking spaces at grade, 172 spaces on parking level A, 597 spaces on level B, 1,222 spaces on level C, 1,233 spaces on level D, 1,229 spaces on level E and 1,264 spaces on level F. Additionally the Project would provide parking spaces on portions of two levels that currently do not provide parking. This would include 409 spaces on the Parking level and 187 spaces on the Plaza level for a total of 6,358 on-site parking spaces. The proposed parking plan would include tandem parking with parking attendants on all levels except for level B.

Alternatively, the Project would satisfy all code required parking by providing on-site and off-site parking. Under this plan, the Project would provide 45 spaces at grade, 177 spaces on parking level A, 595 spaces on level B, 1,112 spaces on level C, 1,123 spaces on level D, 1,119 spaces on level E and 1,154 spaces on level F. Additionally the Project would provide parking spaces on portions of two levels that currently do not provide parking. This would include 372 spaces on the Parking level and 170 spaces on the Plaza level for a total of 5,867 on-site. Currently, 451 off-site parking spaces are

Figure T-4 Net Project Traffic Volumes-AM Peak Hour

Figure T-5 Net Project Traffic Volumes-PM Peak Hour

provided by covenant and agreement in the parking garage at 2030 Century Park West, for a total of 6,318 spaces.

As mentioned above, the code parking required for the 2029 and 2049 Century Plaza Towers is 4,205 spaces. This requirement is currently and would continue to be fully satisfied by available parking supplies on-site.

For the Project uses, the required parking is 1,860 spaces including parking space reductions pursuant to Los Angeles Municipal Code Sections 12.21-A4(c) and 12.24-Y. Together with the parking requirements of the Century Plaza Towers, requirements for the overall site after Project completion would be 6,065 spaces. This parking requirement would be fully satisfied by the parking spaces that would be provided at that time as identified above. No parking impact is anticipated as a result of the proposed Project.

Pedestrian access to the Project and the plaza would be available from numerous locations along Avenue of the Stars, Constellation Boulevard and Century Park East. Pedestrian access into the new office building would be available from Avenue of the Stars on the west side, as well as from the plaza on the eastern side. In compliance with the Century City North Specific Plan, a grade-separated pedestrian crossing is being provided below Avenue of the Stars to allow pedestrians to easily walk between the Century Plaza Hotel and the Project site.

The pedestrian corridor would connect the existing courtyard at the Century Plaza Hotel to the new plaza elevation by way of a well-lit and ventilated pedestrian corridor under Avenue of the Stars that would be approximately 16 feet wide, and between 10 and 15 feet in height. A canopy of signage would mark the enlarged entry on the Hotel side, and a series of murals would decorate the pedestrian corridor itself (see **Figure PD-13**). The pedestrian corridor would have a tiled floor, plaster walls and a plaster ceiling with cove lighting. The pedestrian corridor slopes down from the Hotel courtyard about 5 feet over 150 feet to an escalator that connects up one level to the Plaza level lobby. The Plaza level lobby is lined with retail uses and connects directly to the landscaped plaza. Pedestrian access between the parking levels and the structure would be available using elevators, escalators and stairwells.

Traffic Growth and Related Projects

Based on analyses of the trends in traffic growth in the area and as generally recommended by the Los Angeles Department of Transportation (LADOT) in previous studies, an annual traffic growth factor of 1.5 percent was used. This growth factor accounts for increases in traffic resulting from small-sized projects, or outside of the study area. This growth factor, compounded annually, was applied to the 2001 traffic volumes to develop an estimate of the future year 2005 baseline volumes.

Also included in the future year analysis were related projects proposed or under construction. Information regarding potential related projects within an approximate two-mile radius of the Project site was obtained from the records of LADOT and from recent traffic studies in the Project vicinity. A summary of the related projects is provided in Section IV.

The expected traffic generation of these related projects was estimated by using the trip generation rates in **Appendix 18** where applicable, or was obtained from previous traffic studies. The estimated traffic generations of each related project is also included in **Appendix 18**. These trips were distributed and assigned using similar assumptions and rationale as applied to Project traffic. For purposes of a conservative analysis, it was assumed that all of these related projects would be completed by 2005.

To determine the 2005 Without Project traffic volumes, the related projects traffic was combined with the existing peak-hour traffic volumes increased by 1.5 percent per year. The resulting 2005 Without

Project intersection traffic volume estimates are shown in **Figures T-6 and T-7** for the AM and PM peak hours, respectively. These are the "benchmark" values used in analyzing Project traffic impacts on the street system. They represent a conservative condition due to several factors, including: some projects may implement traffic reduction programs; transit usage may increase; the effect of internal trip linkages and pass-by/diverted trips have not been credited for all projects; and not all projects are expected to be built as described or within the study time frame. Thus, actual future traffic volumes in the study area could be less than analyzed.

Highway System Improvements

Two of the related projects included in the cumulative analysis, Constellation Place and the Fox Studios development, are expected to implement a number of traffic improvement measures involving several study intersections. These improvements are summarized below and were assumed in the future year analyses only to the extent the improvements were guaranteed by bonds.

Constellation Place

This project, now under construction, has funded the installation of the state-of-the-art Adaptive Traffic Control System (ATCS) for an area generally bounded by the Santa Monica (I-10) Freeway, Sawtelle Boulevard, Wilshire Boulevard, Century Park East, Olympic Boulevard and La Cienega Boulevard (at approximately 73 locations). ATCS has been determined by LADOT to increase intersection capacity by at least three percent (which in combination with an Automated Traffic Surveillance and Control (ATSAC) intersection provides a 10 percent minimum increase in intersection capacity). This related project is also responsible for installing the following intersection improvements:

- Constellation Blvd. & Ave. of the Stars – A westbound right-turn lane;
- Olympic Blvd. & Century Park West – An additional (second) eastbound left-turn lane;
- Olympic Blvd. & Overland Ave. – An eastbound right-turn lane.

Fox Studios

The Fox Studios development is expected to be implementing the following additional intersection improvements by 2005:

- Constellation Blvd. & Ave. of the Stars – A shared northbound through/right-turn lane;
- Galaxy Wy. & Ave. of the Stars – An additional (second) eastbound left-turn lane and measures to prohibit east-west through traffic across Avenue of the Stars;
- Pico Blvd. & Century Park East – A westbound right-turn lane;
- Pico Blvd. & Ave. of the Stars – An additional (third) eastbound left-turn lane;
- Pico Blvd. & Motor Ave. – An additional (third) westbound through lane;
- Pico Blvd. & Overland Ave. – An additional (second) northbound right-turn lane; and
- 405 Fwy. NB On-Ramp/Tennessee Ave. & Cotner Ave. – Northbound and southbound left-turn lanes.

There are two other transportation improvements that are of regional significance and either are or will soon be underway. They are the addition/completion of high-occupancy vehicle (HOV) lanes on the San Diego Freeway and the Santa Monica Boulevard Transit Parkway project. Both of these improvements are described in greater detail below.

Figure T-6 Future (2005) Without Project Traffic Volumes-AM Peak Hour

Figure T-7-Future (2005) Without Project Traffic Volumes-PM Peak Hour

I-405 HOV Lanes

As part of an ongoing project, Caltrans is continuing to plan for and construct HOV lane segments on the San Diego Freeway, towards providing a continuous HOV system on this interstate. Several of these improvements are near the Project area and can be expected to benefit and help stabilize overall traffic flow. In January 2002, Caltrans completed and opened an eight-mile HOV lane for southbound travel over the Sepulveda pass, between the Ventury Freeway (US-101) and Waterford Street. This recent improvement has served not only to increase freeway capacity, but to also add to the connectivity of the HOV system by linking to the pre-existing HOV lane segment north of the Sepulveda Pass. An extension of the recently completed southbound HOV lane is scheduled to begin construction in late 2003 and to be completed in summer of 2006. This HOV lane addition will span from Waterford Street, where the recently added lane ends, southerly to the Santa Monica Freeway. Finally, construction of a northbound HOV lane over the Sepulveda pass is scheduled to begin construction in 2006.

Santa Monica Boulevard Transit Parkway

The other regional improvement is the Santa Monica Boulevard Transit Parkway project, which is very close to the Project site. This improvement is expected to improve both traffic flow and transit service overall along the Santa Monica Boulevard corridor. It will extend approximately 2.5 miles, from the Beverly Hills City limit on the east to the San Diego Freeway on the west. The improvement is anticipated to be constructed as what is referred to as the "Classic Boulevard" design, with construction slated to begin in early 2003 and be completed in the summer of 2005. The Classic Boulevard is a multimodal transportation improvement which will consolidate "Big" or north Santa Monica Boulevard, "Little" or south Santa Monica Boulevard and the abandoned Southern Pacific Railroad right-of-way to provide:

- Roadway Improvements -- A center roadway with three vehicular through lanes in each direction, plus a landscaped median. The existing double intersections for both north and south Santa Monica Boulevard will be replaced with single four-legged intersections at nearly all major cross streets. Left-turn lanes will also be installed on Santa Monica Boulevard, as will right-turn only lanes at most locations. On-ramp improvements will also be made at the San Diego Freeway interchange.
- Bicycle Lanes -- A Class II bicycle lane in each direction. The bicycle lanes will be separated from parked cars by landscaped medians on either side of the Boulevard that are designed to create primarily one-way frontage roads for local businesses and neighborhood street access.
- Bus Priority -- An eastbound transit lane through Century City and bus priority treatment at all signalized intersections, to facilitate timely bus movement through the corridor. Transit usage will be further enhanced via landscaping and bus stop improvements included as part of the Classic Boulevard treatment.

Analysis of Future Traffic Conditions (With and Without Project)

The analysis of future traffic conditions at the study intersections was performed using the same Critical Movement Analysis procedures described previously. The improvements detailed under the Highway System Improvements section, have been taken into account in the following analyses:

Traffic volumes for the analysis were developed as follows:

- As described earlier, future benchmark traffic volumes for the 2005 Without Project conditions were determined by combining area traffic growth with new traffic generated by related projects, as illustrated in **Figures T-6** and **T-7** for the AM and PM peak hours, respectively.

- Traffic volumes generated by the proposed Project were then combined with the appropriate benchmark volumes to develop the 2005 With Project traffic volumes.

The future year 2005 With Project traffic volumes at the study intersections are shown in **Figures T-8** and **T-9** for the AM and PM peak hours, respectively. The critical movement analyses for future traffic conditions at all of the study intersections are summarized in **Table V.M-13** for the AM and PM peak hours. Prior to the Project (Year 2005 Without Project), twenty study intersections would be operating at LOS E or F. Eighteen of these intersections would be at LOS E or F in both peak hours. For reference, the critical movement analysis for existing conditions is also shown in Table V.M-13.

Based on the Revised LADOT Methodology presented in **Table V.M-12**, the Project may have a potentially significant impact at one study intersection, Santa Monica Boulevard (North) at Avenue of the Stars, in the AM peak hour. This impact can be mitigated to a less than significant level through implementation of mitigation measure T-1. Mitigation measure T-1 requires the applicant to implement a Transportation Demand Management (TDM) program for the Project. It is estimated that the Project TDM program will achieve at least a five percent reduction in peak hour trips. Taking into account these trip reductions, the Project impact analysis was rerun to determine the effectiveness of the TDM program. The results of this mitigation measure at the significantly affected intersection, as well as the other study intersections is also shown in **Table V.M-13**. Overall, with implementation of mitigation measure T-1, the Project would result in a less than significant traffic impact.

Regional Traffic Impacts

To address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the Metropolitan Transportation Authority, the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's Level of Service to implement the statutory requirements of the CMP. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

The Congestion Management Program (CMP) for the County of Los Angeles requires that all freeway segments where a project is expected to add 150 or more trips in any direction during the peak hours be analyzed. An analysis is also required at all CMP intersections where a project would likely add 50 or more trips during the peak hours.

The two nearest CMP freeway monitoring locations, and hence the freeway segments expected to experience the most Project traffic, are: 1) the Santa Monica (I-10) Freeway east of Overland Avenue, and 2) the San Diego (I-405) Freeway north of Venice Boulevard. The estimated Project trips on these segments are as follows:

- Santa Monica (I-10) Freeway e/o Overland Avenue: 10 vehicles westbound and -18 vehicles eastbound in the AM peak hour; -68 vehicles westbound and -22 vehicles eastbound in the PM peak hour.
- San Diego (I-405) Freeway n/o Venice Boulevard: 10 vehicles westbound and -18 vehicles eastbound in the AM peak hour; -68 vehicles westbound and -22 vehicles eastbound in the PM peak hour.

These Project volumes are below the CMP threshold value for freeway segments and no CMP analysis is required.

Figure T-8 Future (2005) With Project Traffic Volumes-AM Peak Hour

Figure T-9 Future (2005) With Project Traffic Volumes-PM Peak Hour

Insert Table V.M-13
Future (2005) Conditions, CMA and LOS Summary (Page 1 of 3)

Insert Table V.M-13
Future (2005) Conditions, CMA and LOS Summary (Page 2 of 3)

**Insert Table V.M-13
Future (2005) Conditions, CMA and LOS Summary (Page 3 of 3)**

The two nearest intersections that are both CMP and study intersections are: 1) Santa Monica Boulevard and Wilshire Boulevard, and 2) Wilshire Boulevard and Beverly Glen Boulevard. The Project's maximum net contributions are expected to be -10 trips (AM peak hour) to the intersection of Santa Monica Boulevard and Wilshire Boulevard and -9 trips (AM peak hour) to the intersection of Wilshire Boulevard and Beverly Glen Boulevard. These contributions are below the CMP threshold value for intersections. Furthermore, the already conducted analysis for these two intersections determined there would be no significant Project impacts.

Mitigation Measures

The following mitigation measures would reduce Project related impacts to a less than significant level:

- T-1** The Project shall implement a Transportation Demand Management (TDM) program as set forth in Appendix 18 and in compliance with all TDM/trip reduction ordinances of the City of Los Angeles. The TDM program shall be designed and operated to encourage ridesharing, transit usage and bicycle usage among Project employees, with the goal of achieving Project vehicular trip generations of 996 trips or less during the AM peak hour and 1,119 trips less during the PM peak hour. Among the services and amenities expected to be included in the TDM program are designated carpool and vanpool parking spaces; bicycle parking, clothes lockers and related facilities; centralized ridesharing and public transit information; on-site sale of transit passes; and participation in the Century City Transportation Management Organization that is to be developed by the Constellation Place project. The Program includes financial penalties for non-compliance and the ability to implement additional or other measures as necessary should it be determined that the Project has not attained the above trip generation targets. See Appendix 18 and LADOT Letter dated July 11, 2002 in Appendix 13. The final TDM program, including a monitoring procedure, will be refined in consultation with LADOT.
- T-2** A Project construction traffic control plan will be developed, to the satisfaction of LADOT, including a designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate any traffic impacts during construction.
- T-3** Construction employees commuting to the project site shall not be allowed to park on public streets.

Significant Project Impacts After Mitigation

As indicated in the preceding summary, assuming 50 percent internal trip adjustments (i.e., Revised LADOT Methodology), the proposed Project may significantly impact the intersection of Santa Monica Boulevard (North) at Avenue of the Stars. To mitigate this potential impact, the applicant shall implement a Transportation Demand Management (TDM) program for the project. The TDM program will be designed and operated to further encourage ridesharing, transit usage and bicycle usage among project employees. Among the services and amenities expected to be included in the TDM program are designated carpool and vanpool parking spaces; bicycle parking, clothes lockers and related facilities; centralized ridesharing and public transit information; on-site Transportation Coordinator providing assistance with carpool and vanpool matching; on-site sale of transit passes; and participation in the Century City Transportation Management Organization that is to be developed by the Constellation Place project. The final TDM program will be refined in consultation with LADOT and will comply with all applicable TDM/trip reduction ordinances of the City of Los Angeles. As shown in Table V.M-12, the office use of the proposed Project is expected to generate 943 AM and 833 PM peak hour trips. It is estimated that the Project TDM program will achieve at least a five percent reduction in these trips

amounting to 47 fewer AM peak hour trips and 42 PM peak hour trips. Incorporating these reductions into the previously calculated table, the adjusted net trips for the proposed Project uses due to the TDM mitigation measure are 996 AM peak hour trips and 1,119 PM peak hour trips.

The results of this mitigation measure at the significantly affected intersection, as well as the other intersections is provided above in Table V.M-13. As indicated, the implementation of the program TDM would effectively mitigate the Project impact at the intersection of Santa Monica Boulevard (North) at Avenue of the Stars to a less than significant level. This measure would also further reduce non-significant Project impacts at other intersections.

As indicated in the traffic analysis, the Project will not significantly impact any residential streets. Nevertheless, the Project voluntarily agrees to provide funding to assist surrounding residential neighborhoods in implementing a Neighborhood Traffic Protection Program (NTPP) to minimize intrusion by non-residential traffic. In addition to administering the funds, LADOT will be responsible for developing and implementing the NTPP in consultation with the appropriate residential neighborhood groups and associations and Council Office. Measures may include, but are not limited to, traffic control devices including turn prohibitions, traffic diverters, street closures, partial cul-de-sacs, speed humps, retiming of traffic signals, right-turn-on-red restrictions, or other measures to discourage traffic intrusion.

Cumulative Impacts

Trips generated as a result of development of projects included under the related projects list were estimated by using trip generation formulas where applicable, or were obtained from previous traffic studies. The estimated trips were distributed and analyzed as part of the future 2005 With and Without Project conditions. As shown above, the proposed Project would result in a less than significant traffic impact after implementation of mitigation measures and would not contribute to cumulative traffic impacts.

Figure T-10 Construction Haul Route