

IV.F TRANSPORTATION

1. INTRODUCTION

This section presents an overview of the existing traffic and circulation system in the proposed project area. It also discusses the potential impacts to traffic and circulation as a result of the implementation of the proposed project. This section summarizes the findings of the Traffic Analysis for The Herald Examiner Mixed-Use Project, prepared by Crain & Associates in December 2005. A complete copy of the traffic analysis is included in **Appendix IV.F** of this EIR.

2. EXISTING CONDITIONS

The assessment of existing conditions relevant to this study includes a description of the freeway, highway and street systems in the project vicinity, current traffic volumes on these facilities, operating conditions of analyzed intersections and public transit services. The traffic analysis study area includes 20 key intersections located along the primary access routes to and from each of the three project sites. The 20 intersections selected for the traffic analysis are expected to have the most direct impact by project traffic and include the following:

1. Olympic Boulevard and Hill Street
2. Olympic Boulevard and Broadway
3. Connecticut Street/I-110 SB Off-Ramp and Blaine Street
4. 11th Street and Blaine Street
5. 11th Street/Chick Hearn Court and Cherry Street/I-110 NB On-Ramp
6. 11th Street and Olive Street
7. 11th Street and Hill Street
8. 11th Street and Broadway
9. 11th Street and Main Street
10. 12th Street and Olive Street
11. 12th Street and Hill Street
12. 12th Street and Broadway
13. 12th Street and Main Street
14. 12th Street and Los Angeles Street
15. Pico Boulevard and Hill Street

16. Pico Boulevard and Broadway
17. 17th Street/I-10 WB On-Ramp and Grand Avenue
18. 18th Street/I-10 EB Off-Ramp and Grand Avenue
19. 17th Street/I-10 WB Off-Ramp and Los Angeles Street
20. 18th Street/I-10 EB On-Ramp and Los Angeles Street

a. Existing Regional Transportation System

The Harbor (I-110) and the Santa Monica (I-10) Freeways provide regional access to the Herald Examiner project site. The project vicinity is well served by major and secondary highways including Grand Avenue, Olive Street, Hill Street, Broadway, Main Street, Los Angeles Street, Olympic Boulevard and Pico Boulevard. Brief descriptions of the above-mentioned freeways and highways are provided in the following paragraphs.

Freeways

The Harbor (I-110) is an 8- to 10-lane facility in the vicinity of the study area and interchanges with the Hollywood, Santa Ana and Santa Monica Freeways. The Harbor Freeway begins at Interstate 110 in San Pedro to the south, becoming State Route 110 as it passes through Downtown Los Angeles and continues northeasterly as the Pasadena Freeway into the City of Pasadena. The Harbor Freeway interchanges with the Santa Monica Freeway approximately three-quarters of a mile southwest of the project.

The Santa Monica (I-10) Freeway is located one-half mile south of the project. It extends easterly from the City of Santa Monica through Downtown Los Angeles and continues easterly as the San Bernardino Freeway into San Bernardino and Riverside counties. The Santa Monica Freeway provides four mainline travel lanes in each direction, with auxiliary lanes between some ramp locations. The Santa Monica Freeway has a full interchange with the Harbor Freeway approximately three-quarters of a mile southwest of the project.

Highways and Streets

Immediate access to the Herald Examiner project site is provided via Main Street, Broadway, Hill Street, Chick Hearn Court/11th Street, 12th Street and Pico Boulevard. The existing streets in the vicinity of the project site generally form a grid system, thus allowing easy access to and from the site in all directions. Brief descriptions of the key roadways that provide access to the Herald Examiner site are provided in the following paragraphs.

Olympic Boulevard

Olympic Boulevard, located north of the project, is an east-west Major Highway Class II roadway. In the vicinity of the project Olympic Boulevard provides three through travel lanes in each direction within an approximate 62- to 71-foot roadway width. AM and PM peak-hour “No Parking” prohibitions are in effect along both sides of Olympic Boulevard, with one-hour metered parking permitted during other times of the day.

Connecticut Street

Connecticut Street is approximately 800 feet in length and provides southeast-northwest access between Valencia Street and Blaine Street, just west of the Harbor Freeway. Designated a Local Street, Connecticut Street provides one travel lane per direction within an approximate 40-foot roadway width. On-street parking is generally permitted.

11th Street/Chick Hearn Court

11th Street/Chick Hearn Court is a designated Collector Street, with discontinuous access provided from Koreatown to southeast of Downtown Los Angeles. In Downtown Los Angeles, west of Cherry Street and the Harbor Freeway northbound on-ramp, 11th Street provides one to two travel lanes in each direction. Between Figueroa Street and Cherry Street, 11th Street is known as Chick Hearn Court and provides three westbound and two eastbound travel lanes. Between Figueroa and Flower Streets, 11th Street provides two westbound and one eastbound travel lane. East of Flower Street, 11th Street operates as a one-way only roadway with two westbound travel lanes provided. Along the northern frontage of the Broadway Site, 11th Street operates as a one-way, westbound-only roadway, within an approximate 40-foot roadway width. Left-turn channelization is provided at some intersections within the study areas, namely at Cherry, Figueroa, Flower and Hill Streets. Right-turn channelization is also provided at some intersections, including Olive Street. One-hour metered parking is provided along some portions of 11th Street during non-peak commute hours.

12th Street

12th Street provides discontinuous east-west access from Koreatown to southeast of Downtown Los Angeles. Designated a Collector Street throughout its length, 12th Street operates as a bi-directional roadway west of Flower Street and a one-way eastbound only roadway to the east. West of Flower Street, 12th Street provides one to two travel lanes per direction. Between Flower Street and Broadway, 12th Street provides two eastbound travel lanes within an approximate 40-foot roadway width. East of Broadway, 12th Street provides three eastbound travel lanes and east of Main Street, 12th Street provides

four eastbound travel lanes. Along the northern project boundary of the 12th Street site, 12th Street operates as a one-way, eastbound-only roadway with three travel lanes provided. In the project vicinity two-hour metered parking is provided from 8:00 AM to 6:00 PM on both sides of 12th Street.

Pico Boulevard

Pico Boulevard, designated a Secondary Highway, provides east-west access between the City of Santa Monica and its eastern termination at Central Avenue, less than 1 mile southeast of the project. In the project area, this roadway generally provides two through lanes in each direction within an approximate 48 feet roadway width. West of the project, between Figueroa and Cherry Streets, Pico Boulevard provides three lanes in each direction. Left- and/or right-turn channelization is provided at some intersections. At the study intersection of Pico Boulevard and Broadway, left-turn channelization is provided on both legs of Pico Boulevard, and right-turn channelization is provided on the west leg of the intersection. In the vicinity of the project, parking prohibitions are in effect along both sides of Pico Boulevard during morning and afternoon peak commute periods, with one-hour metered parking available during non-commute periods.

17th Street

17th Street is a one-way Collector Street located south of the project site and north of, and parallel to, the Santa Monica Freeway. This street extends from the Santa Monica Freeway off-ramp at Los Angeles Street to west of Grand Avenue where it bends north to Hope Street. This roadway primarily serves the off-ramp traffic at Los Angeles Street and traffic using the on-ramp located west of Grand Avenue. South of the project, 17th Street provides two westbound lanes within an approximate 40-foot roadway width. On-street parking is prohibited from 7:00 AM to 5:00 PM on school days.

18th Street

18th Street, designated a Local Street, is a discontinuous one-way eastbound roadway that is located south of the project site and south of, and parallel to, the Santa Monica Freeway. This roadway is primarily used by traffic to access the Santa Monica Freeway eastbound off-ramp at Grand Avenue and the eastbound on-ramp at Los Angeles Street. Similar to 17th Street, 18th Street provides discontinuous east-west access between the Mid-City community to the west and its eastern termination southeast of Downtown Los Angeles. South of the project, within an approximately 40-foot roadway width, 18th Street provides two eastbound lanes plus left-turn channelization at most intersections. On-street parking is generally prohibited.

Blaine Street

Blaine Street is designated a Secondary Highway. This roadway provides north-south access from north of Olympic Boulevard to the southbound on-ramp located at 11th Street. Between Olympic Boulevard and Connecticut Avenue, Blaine Street provides two lanes per direction, with the northbound lanes originating at the Harbor Freeway southbound off-ramp. North of Olympic Boulevard, Blaine Street reduces to one lane per direction. South of Connecticut Avenue, Blaine Street is a one-way southbound roadway with three travel lanes provided. North of Connecticut Avenue, on-street parking is prohibited at all times on the east side of the street and from 3:00 PM to 7:00 PM on the west side of the street; while to the south of Connecticut Avenue, on-street parking on the west side of the street is prohibited at all times, and limited parking is provided on the east side of the street.

Cherry Street

Cherry Street is a one-way northbound roadway that originates north of Venice Boulevard, at the Harbor Freeway and Santa Monica Freeway off-ramps located just west of the Los Angeles Convention Center. From its origination to Pico Boulevard, Cherry Street is a one-way northbound Collector Street with four travel lanes within an approximate 50-foot roadway width. Left- and right-turn channelization is provided on Cherry Street at Pico Boulevard. Between Pico Boulevard and 11th Street, Cherry Street operates as a bi-directional Collector Street with three northbound and two southbound lanes provided plus left-turn channelization, within an approximate 75- to 81-foot roadway width. North of 11th Street to its termination at Olympic Boulevard, Cherry Street is a one-way northbound Local Street, approximately 34 feet in width, with two travel lanes. On-street parking is generally prohibited on Cherry Street.

Grand Avenue

Grand Avenue provides one-way southbound traffic flow between 5th Street and 18th Street and two-way traffic flow north of 5th Street and south of 18th Street. Designated a Major Highway Class II roadway, Grand Avenue provides access between north of Cesar E. Chavez Avenue and its southern termination at 39th Street near Exposition Park. In the project vicinity, between 5th Street and 18th Street, Grand Avenue generally provides four southbound lanes within an approximate 56-foot roadway width. South of 18th Street, where Grand Avenue transitions to a bi-directional roadway, one to two lanes are generally provided per direction within an approximate 56-foot roadway width. On-street parking is permitted on some portions of Grand Avenue, north of 18th Street.

Olive Street

Olive Street is designated a Secondary Highway which extends southwesterly from 1st Street at the Civic Center, to its southern termination at 21st Street just south of the Santa Monica Freeway. Between 5th Street and Washington Boulevard, Olive Street is a one-way northbound roadway that provides four lanes within an approximate 56-foot roadway width. North of 5th Street and south of Washington Boulevard, Olive Street provides two lanes in each direction with some segments providing one or three lanes in each direction. Near the project, between 11th and 12th Streets, two-hour metered parking is provided on Olive Street, from 8:00 AM to 4:00 PM on the west side of the street and from 8:00 AM to 6:00 PM on the east side of the street. Stopping on the west side of Olive Street is prohibited from 4:00 to 6:00 PM.

Hill Street

Hill Street forms the western boundary of the Hill Street site. Designated a Secondary Highway, Hill Street provides northeast-southwest access between the Pasadena Freeway (SR-110) to the north and Martin Luther King, Jr. Boulevard to the south. In the vicinity of the project, Hill Street provides two travel lanes per direction within an approximate 55-foot roadway width. Left-turn channelization is provided at most intersections. North of its intersection with 12th Street, Hill Street provides two southbound lanes and one northbound bus-only lane; therefore, northbound traffic at 12th Street is diverted to eastbound 12th Street. On some segments of Hill Street, one-hour metered parking is provided on the east side of the street from 8:00 AM to 4:00 PM and stopping is prohibited from 4:00 PM to 7:00 PM. Parking on the west side of the street is prohibited between 7:00 AM to 9:00 AM and 4:00 PM to 7:00 PM.

Broadway

Broadway is a northeast to southwest roadway that forms the eastern boundary of the Broadway site and the western boundary of the 12th Street site. Broadway provides access between the Lincoln Heights community to the northeast of Downtown Los Angeles and the City of Carson to the southwest. In the vicinity of the project, Broadway is designated a Secondary Highway and generally provides two travel lanes per direction within an approximate 55- to 65-foot width. Left-turn channelization is provided at most intersections, including on Broadway at 11th and 12th Streets. Near the project, parking on Broadway is generally unrestricted.

Main Street

Main Street is a one-way northbound roadway between 9th Street and Alameda Street. Designated a Secondary Highway, Main Street is the second part of the one-way couplet with North Spring Street. Northeast of its intersection with Alameda Street, Main Street provides bi-directional access to Mission Road. South of 9th Street, Main Street is a continuous, bi-directional roadway to its southern terminus in the City of Carson. In the vicinity of the project, this roadway generally provides two lanes per direction plus left-turn channelization, within an approximate 68-foot roadway width. Daytime one-hour metered parking is provided on some segments of Main Street.

Los Angeles Street

Los Angeles Street is a bi-directional roadway that provides northeast-southwest access between Alameda Street to the northeast and its southwestern termination south of the Santa Monica Freeway at 23rd Street. East of the project, Los Angeles Street provides two lanes per direction within an approximate 56- to 63-foot roadway width. One- and two-hour metered parking from 8:00 AM to 6:00 PM is provided on segments of Los Angeles Street near the project. Approximately one-half mile southeast of the project Los Angeles Street accesses the Santa Monica Freeway westbound off-ramp at 17th Street and eastbound on-ramps at 18th Street.

Public Transit Service

The Los Angeles County Metropolitan Transportation Authority (MTA) and other transit operators currently provide local and commuter public transit service in the vicinity of the project site. The following is a description of the services provided by transit providers.

The project and Downtown Los Angeles, in general, are served by public transit services provided by the MTA and the City of Los Angeles Department of Transportation (LADOT). In addition, Foothill Transit and the City of Santa Monica also operate local and commuter express bus service in the vicinity of the project. The project's proximity to the Union Station, approximately 2 miles northeast, also links the project to Amtrak, Metrolink, Metro Rail services and numerous bus routes operated by the MTA and additional bus routes operated by LADOT and other transit providers.

The MTA operates several north-south-aligned bus routes on Grand Avenue, Olive Street, Hill Street, Broadway and Main Street in the vicinity of the project. The MTA also operates several east-west-aligned bus routes that travel on Pico Boulevard, Olympic Boulevard and 9th Street.

DASH (Downtown Area Short Hop) bus routes provide service in the vicinity of the project. The DASH primarily serves Downtown Los Angeles. DASH C provides weekday service between the Financial District and the project area. Near the project, DASH C operates northbound on Olive Street and southbound on Grand Avenue, north of 12th Street. South of 12th Street, DASH C operates northbound on Hope Street and southbound on Grand Avenue. DASH D provides service between Union Station, the Civic Center, the Jewelry District and the project area. In addition to these localized public transit routes, LADOT also operates five commuter express routes in the vicinity of the project.

In addition to the above bus routes, the MTA operates the Metro Red and Blue Lines in the project vicinity. The Metro Red Line provides rail transportation through Downtown Los Angeles, the Mid-Wilshire District, and North Hollywood. The Metro Blue Line provides north-south service between Downtown Los Angeles and the City of Long Beach. These rail lines also provide stops at Union Station, thereby linking the project to the continually expanding rail network.

b. Existing Traffic Volumes and Levels of Service

A total of 20 intersections located in the vicinity of the project site were identified and analyzed as part of the traffic analysis for the proposed project. **Figure IV.F-1, Study Intersection Locations**, displays the location of each intersection. All of the 20 study intersections are controlled by traffic signals and are currently operated under the Adaptive Traffic Control System (ATCS), in addition to the previously implemented Automated Traffic Surveillance and Control (ATSAC) System. The following presents a description of the methodology utilized to analyze the operating conditions and the resulting levels of service for the analyzed intersections.

Level of Service Methodology

The methodology used in the study for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board.¹ In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been 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 signal phases. The term “Level of Service” describes the quality of traffic flow. Intersections operating at LOS A through C operate efficiently. LOS D typically is the level for which a metropolitan area street system is designed. LOS E represents volumes at or near the capacity of the highway that might result in stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

¹ *Interim Materials on Highway Capacity*, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

**Figure IV.F-1
Study Intersection Locations**

The traffic study has used LADOT traffic significance thresholds for the traffic study conducted for this project. LADOT defines a significant traffic impact attributable to a project based on a “stepped scale,” where intersections at high volume-to-capacity ratios are more sensitive to additional traffic than those operating with available surplus capacity. According to the LADOT traffic significance thresholds, a significant impact is identified as an increase in the CMA value, due to project-related traffic, of 0.010 or more when the final (“with project”) Level of Service is LOS E or LOS F; a CMA increase of 0.020 or more when the final Level of Service is LOS D; or an increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized below in **Table IV.F-1**.

**Table IV.F-1
LADOT Criteria for Significant Traffic Impact**

LOS	Final CMA Value	Project-Related Increase in CMA Value
C	0.700 to 0.800	Equal or greater than 0.040
D	> 0.800 to 0.900	Equal or greater than 0.020
E, F	> 0.900	Equal or greater than 0.010

A determination of the LOS at an 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 IV.F-2**, below, can be used to determine the applicable LOS.

**Table IV.F-2
Critical Movement Volume Ranges*
For Determining Levels of Service**

Level of Service	Maximum Sum of Critical Volume (VPH)		
	Two Phase	Three Phase	Four or More Phases
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-----		

* For planning applications only, i.e., not appropriate for operations and design applications.

“Capacity” represents the maximum total hourly movement volume of vehicles in the critical lanes that can reasonably expect to pass through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of LOS E, as indicated in **Table IV.F-2**. The CMA indices used in the 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 LOS value that corresponds to each range of CMA values is shown in **Table IV.F-3**, below.

**Table IV.F-3
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 peak. 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

Source: Traffic Analysis for the Herald Examiner Mixed-Use Project. Crain & Associates. December 2005.

By applying this analysis procedure to the 20 study intersections, the CMA value and the corresponding LOS for existing traffic conditions were calculated. These basic CMA calculations were adjusted, however, to account for traffic signal enhancements that are not considered in the CMA methodology. The LADOT ATCS/ATSAC has been implemented at all of the signalized intersections in the study area, which LADOT has determined results in an approximate ten percent increase in capacity over locations where the system is not implemented. Therefore, per LADOT policy, the CMA value calculated using the standard methodology was reduced by 0.100 for all 20 of the study intersections in order to approximate the increase in intersection capacity resulting from the ATSAC/ATCS implementation.

The resulting intersection conditions for existing (2005) AM and PM peak-hour conditions in the study area are shown in **Table IV.F-4, Critical Movement Analysis (CMA) Summary – Existing (2005) Traffic Conditions**. In sum, all of the study intersections are currently operating at the highest levels of service, LOS A, during both the AM and PM peak hour. This is primarily due to the operations of the many one-way streets in the project vicinity, as well as lack of significant traffic volumes on most of the roadways. One-way streets generally provide substantially more operational capacity than typical two-way streets

due to the lack of many of the conflicting moves that limit green time and traffic flow at intersections of two-way streets. The CMA calculation worksheets for existing (2005) traffic conditions are provided in the Traffic Analysis included in **Appendix IV.F**.

**Table IV.F-4
Critical Movement Analysis (CMA) Summary
Existing (2005) Traffic Conditions**

No.	Intersection	AM Peak Hour		PM Peak Hour	
		CMA	LOS	CMA	LOS
1	Olympic Boulevard and Hill Street	0.388	A	0.512	A
2	Olympic Boulevard and Broadway	0.504	A	0.596	A
3	I-110 SB Off-Ramp and Blaine Street/ Connecticut Street	0.185	A	0.204	A
4	11 th Street and Blaine Street	0.331	A	0.538	A
5	11 th Street/ Chick Hearn Court and Cherry Street/ I-110 NB On-Ramp	0.519	A	0.496	A
6	11 th Street and Olive Avenue	0.287	A	0.309	A
7	11 th Street and Hill Street	0.268	A	0.421	A
8	11 th Street and Broadway	0.327	A	0.450	A
9	11 th Street and Main Street	0.329	A	0.564	A
10	12 th Street and Olive Street	0.316	A	0.217	A
11	12 th Street and Hill Street	0.223	A	0.270	A
12	12 th Street and Broadway	0.426	A	0.404	A
13	12 th Street and Main Street	0.328	A	0.395	A
14	12 th Street and Los Angeles Street	0.231	A	0.331	A
15	Pico Boulevard and Hill Street	0.304	A	0.397	A
16	Pico Boulevard and Broadway	0.392	A	0.547	A
17	17 th Street /I-10 WB On-Ramp and Grand Avenue	0.228	A	0.503	A
18	18 th Street/ I-10 EB Off-Ramp and Grand Avenue	0.313	A	0.286	A
19	17 th Street/ I-10 WB Off-Ramp and Los Angeles Street	0.423	A	0.442	A
20	18 th Street/ I-10 EB On-Ramp and Los Angeles Street	0.395	A	0.595	A

Source: Traffic Analysis for the Herald Examiner Mixed-Use Project. Crain & Associates. December 2005.

3. REGULATORY FRAMEWORK

a. Los Angeles County Congestion Management Program

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. A total of 164 intersections are identified for monitoring on the system in Los Angeles County.

Three CMP monitoring intersections are located within 3 miles of the project sites: Alvarado Street and Sunset Boulevard; Wilshire Boulevard and Alvarado Street; and Alameda Street and Washington Boulevard.

The following must be included in a traffic impact analysis, at minimum: all CMP-monitoring locations, including monitored freeway on- or off-ramp intersections, where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours; all arterial segments where the proposed project would add 50 or more peak-hour trips, if CMP arterial segments are being analyzed rather than intersections; mainline freeway locations where the proposed project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours; and any other locations that California Department of Transportation (Caltrans) determines relevant and necessary.²

b. Los Angeles Department of Transportation

LADOT is responsible for transportation issues within the City of Los Angeles boundaries. LADOT reviews the transportation/traffic studies prepared for all types for which the City is the lead agency, in addition to other public agency projects located within, or that may affect, the City. LADOT internal procedures are described in their Traffic Study Policies and Procedures Manual (August 2003).

c. City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC), under the Downtown Business District parking exception, requires that commercial uses over 7,500 square feet, including office, retail and restaurants, provide a minimum of one parking space per 1,000 square feet of floor area. Residential developments are required to provide parking based on the number of "habitable rooms," which is generally interpreted to correspond to the number of bedrooms in a residence plus two additional rooms. The current parking code required one parking space for each unit with less than three habitable rooms, one and one-half spaces for each unit with three habitable rooms, and two spaces for each unit with more than three habitable rooms. No specific requirements for guest parking are set forth in the LAMC.

d. Project Traffic

Traffic Generation Rates

ITE Trip Generation rates provided in **Table IV.F-5, Project Trip Generation Equations**, were used in the traffic analysis to determine estimates of the project's daily AM and PM peak-hour trips. The rates and

² 2004 *Guidelines for CMP Transportation Impact Analysis*, Metropolitan Transit Authority, July 22, 2004.

equations used to calculate the project trip generation present a conservative condition, as these rates do not account for such trip-reducing factors as multi-purpose trips, extensive transit usage or pass-by trips. These factors play a role in determining the actual traffic-generating characteristics of a particular project, and, therefore, adjustments to the traffic generation estimates were made.

**Table IV.F-5
Project Trip Generation Equations**

Condominiums (trips per dwelling unit)	
Daily:	$\text{Ln}(T) = 0.85 \text{Ln}(U) + 2.55$
AM Peak Hour:	$\text{Ln}(T) = 0.80 \text{Ln}(U) + 0.26; \text{I/B} = 17\%, \text{O/B} = 83\%$
PM Peak Hour:	$\text{Ln}(T) = 0.82 \text{Ln}(U) + 0.32; \text{I/B} = 67\%, \text{O/B} = 33\%$
Office (trips per 1,000 sq. ft.)	
Daily:	$\text{Ln}(T) = 0.65 \text{Ln}(A) + 5.83$
AM Peak Hours:	$\text{Ln}(T) = 0.60 \text{Ln}(A) + 2.29; \text{I/B} = 61\%, \text{O/B} = 39\%$
PM Peak Hours:	$\text{Ln}(T) = 0.66 \text{Ln}(A) + 3.40; \text{I/B} = 48\%, \text{O/B} = 52\%$
Retail (shopping center) (trips per 1,000 sq. ft.)	
Daily:	$\text{Ln}(T) = 0.65 \text{Ln}(A) + 5.83$
AM Peak Hour:	$\text{Ln}(T) = 0.60 \text{Ln}(A) + 2.29; \text{I/B} = 61\%, \text{O/B} = 39\%$
PM Peak Hour:	$\text{Ln}(T) = 0.66 \text{Ln}(A) + 3.40; \text{I/B} = 48\%, \text{O/B} = 52\%$

Where: T = trip ends; A = building area in 1,000's of square feet; U = dwelling unit; O/B = outbound; I/B = inbound

Source: Crain & Associates Traffic Analysis for the Herald Examiner Mixed-Use Project, November 2005. Trip Generation 7th Edition, Institute of Transportation Engineers, Washington D.C., 2003.

Trip reductions related to the proposed project are expected to occur as a result of "multi-purpose" or "internal" trips within the project site, typical of an integrated mixed-use development. It is generally recognized that residents or patrons of a site will utilize other on-site uses if they are conveniently located or provide useful services or amenities, with the level of interaction dependent upon the number of residents or patrons, service providers, accessibility, and other factors. For this particular proposed project, some of the condominium residents and office employees would be expected to use the on-site retail uses, and some of the office employees would be expected to live in the on-site condominiums, thereby reducing some of the trips the retail and office uses would otherwise generate.

Thus, the advantages of the proposed mixed-use project need to be considered for reasonable evaluation of the project's trip-making potential. It was estimated in the traffic analysis that approximately 10 percent of the retail patronage would be the result of utilization by on-site residents and on-site office employees, and five percent of the office employees would reside in the on-site condominiums.

The use of public transportation is another important consideration in the evaluation of the project's trip making potential. As noted above, the project is served by bus lines provided by various transit operators. These transit operators provide both local and regional routes that are easily accessible to project residents, visitors, employees and retail patrons. Significant transit use is not accounted for in the ITE trip generation rates; therefore, adjustments were made to the project trip generation to account for transit usage in the traffic analysis.

"Walk-in" trips are trips that are already occurring in the project vicinity but which have other nearby Downtown Los Angeles attractions as their specified destinations. These trips account for "built-in" patronage and subsequent traffic reductions for both the project specifically and downtown, in general. These trips are expected to continue to occur with or without the development of the project. They are not directly site-oriented, but provide walk-in patronage from other nearby destinations, thereby reducing site vehicular trips. A 5 percent walk-in trip reduction was assumed for the retail use in the traffic analysis.

Trip reduction factors for the proposed project also account for the presence of "pass-by" trips. As these trips pass by the project, the specific convenient facilities provided by the project, or other factors, produces a stop at the site. Such activity is considered to be an interim stop along a trip which existed without development of the project; therefore, vehicles making these stops are not considered to be newly generated project-related traffic. LADOT has developed a series of recommended pass-by trip reduction percentages for various development types and sizes. Based on these recommendations, it was assumed in the traffic analysis that the project retail use would experience a 50 percent pass-by reduction. A summary of the baseline trip generation reduction factors, including the 50 percent pass-by reduction for the retail use, is shown below in **Table IV.F-6**.

Table IV.F-6
Project Trip Reduction Factors

Type of Reduction Factor	Internal Capture	Transit Use	Walk-In Factor	Pass-by Discount
Condominium	0%	10%	0%	0%
Office	5%	5%	0%	0%
Retail	10%	5%	5%	50%

Source: Traffic Analysis for the Herald Examiner Mixed-Use Project. Crain & Associates. December 2005.

Based on the trip generation rates and trip-reduction factors, projections of the amount of new traffic to be generated by the project were derived in the traffic analysis, and are summarized in **Table IV.F-7, Project Trip Generation**. As shown in **Table IV.F-7**, once completed and occupied, the project is expected to generate approximately 5,416 net new daily trips, including approximately 348 (137 inbound

and 211 outbound) net new trips during the AM peak hour, and 548 (280 inbound and 268 outbound) net new trips during the PM peak hour. These trip estimates were also used in the traffic analysis to identify the effects of project traffic at intersections farther away from the project sites.

**Table IV.F-7
Project Trip Generation**

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		I/B	O/B	Total	I/B	O/B	Total
Broadway Site							
39,725 sq. ft. Office	655	79	11	90	21	102	123
Less 10% Internal/Transit	(66)	(8)	(1)	(9)	(2)	(10)	(12)
Subtotal Office	589	71	10	81	19	92	111
29,000 sq. ft. Retail	3,037	45	29	74	133	144	277
Less 20% Internal/Transit/Walk-In	(607)	(9)	(6)	(15)	(26)	(29)	(55)
Less 50% Pass By	(1,215)	(18)	(12)	(30)	(53)	(58)	(111)
Subtotal Retail	1,215	18	11	29	54	57	111
Broadway Site Total	1,804	89	21	110	73	149	222
Hill Street Site							
256 Condominiums	1,427	19	91	110	87	43	130
Less 10% Internal/Transit/Walk-In	(143)	(2)	(9)	(11)	(8)	(5)	(13)
Subtotal Condominiums	1,284	17	82	99	79	38	117
2,560 sq. ft. Retail (Shopping Center)	627	10	7	17	27	29	56
Less 20% Internal/Transit/Walk-In	(125)	(2)	(1)	(3)	(5)	(6)	(11)
Less 50% Pass By	(251)	(4)	(3)	(7)	(11)	(12)	(23)
Subtotal Retail	251	4	3	7	11	11	22
Hill Street Site Total	1535	21	85	106	90	49	139
12th Street Site							
319 Condominiums	1,721	22	109	131	105	51	156
Less 10% Internal/Transit/Walk-In	(172)	(3)	(10)	(13)	(10)	(6)	(16)
Subtotal Condominiums	1,549	19	99	118	95	45	140
8,050 sq. ft. Retail (Shopping Center)	1,320	21	14	35	57	62	119
Less 20% Internal/Transit/Walk-In	(264)	(4)	(3)	(7)	(12)	(12)	(24)
Less 50% Pass By	(528)	(9)	(5)	(14)	(23)	(25)	(48)
Subtotal Retail	528	8	6	14	22	25	47
12th Street Site Total	2,077	27	105	132	117	70	187
Herald Examiner – Net Project Totals							
575 Condominiums	2,833	36	181	217	174	83	257
36,610 sq. ft. Retail	1,994	30	20	50	87	93	180
39,725 sq. ft. Office	589	71	10	81	19	92	111
	5,416	137	211	348	280	268	548

However, per LADOT Policies and Procedures, trip reductions for retail pass-by activity were not applied to the project's driveways, since pass-by trips, while not new to the area roadways, would be included in the number of vehicles that enter and exit the site's driveways. The total project traffic volumes at the project driveways and site adjacent intersections were also calculated. These calculations indicate that

approximately 7,410 daily trips, including 399 (168 inbound and 231 outbound) AM peak-hour trips and 730 (367 inbound and 363 outbound) PM peak-hour trips, would access the project driveways. This amount of new project traffic was used to estimate impacts at project site adjacent intersections in the traffic analysis.

Traffic Distribution

The trip distribution pattern for the project was determined by considering the nature of the project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the project and its proximity to freeways and major travel routes, employment centers to which residents would likely be attracted, and areas from which office employees and retail patrons would likely be attracted. Based on these factors, the overall project distributions were determined and are summarized in **Table IV.F-8**, below.

Table IV.F-8
Directional Project Trip Distribution Percentages

Direction	Local	Freeway	Total
North	15%	20%	35%
South	5%	10%	15%
East	10%	10%	20%
West	15%	15%	30%
Total:	45%	55%	100%

Source: Traffic Analysis for the Herald Examiner Mixed-Use Project. Crain & Associates. December 2005.

Traffic Assignment Rates

The general distribution percentages shown in **Table IV.F-8** were assigned to specific travel routes expected to be used to access the project. Applying these inbound and outbound percentages to the project trip generation previously calculated in **Table IV.F-7** for each of the proposed uses, net project traffic volumes at the 20 study intersections were determined for the AM and PM peak hours.

e. Future Traffic Conditions

For purposes of the traffic analysis, it was assumed that the project would be developed as a single entity, with completion and full occupancy by the year 2010. The future 2010 date is used as the future date in the analysis of future traffic impacts for the project.

Methodology

There are a number of projects either under construction or planned for development in the project vicinity which may contribute to traffic volumes in the study area. For this reason, the analysis of future traffic conditions is expanded to include potential traffic volume increases expected to be generated by projects that have not yet been developed. In order to evaluate future (year 2010) traffic conditions in the project area, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to the existing (2005) traffic volumes at the 20 study intersections.

The result from the above annual growth factor compounded annually provided the “baseline” traffic volumes for the analysis of future (2010) conditions. Although the inclusion of the annual growth factor usually accounts for area-wide traffic increases, for the purposes of providing a conservative analysis, the traffic generated by “related projects” in the study area was also added to the future baseline traffic volumes. The list of related projects is included in **Section III** of this EIR. The total future volumes with the inclusion of related projects provide the basis for the “Future Without Project” condition. Finally, project traffic was analyzed as an incremental addition to the Future (2010) “Without Project” condition to determine the “Future (2010) With Project” condition.

Ambient Traffic Growth

Based on analyses of the trends in traffic growth in the Downtown Los Angeles area over the last several years, as documented in the Los Angeles County CMP, LADOT has determined that an annual traffic growth factor of 1.0 percent is reasonable. This growth factor is used to account for increases in traffic resulting from potential development projects not yet proposed or outside of the study area. The ambient traffic growth factor was applied to the existing 2005 traffic volumes to develop the estimated volumes for the future (2010) baseline condition.

Related Projects

In addition to the use of the 1.0 percent ambient growth rate, listings of potential projects located in the study area (“related projects”) that might be developed within the study time frame were obtained from LADOT, the City of Los Angeles Planning Department, Los Angeles Unified School District (LAUSD), and recent studies of projects in the area. A review of the information currently available indicated that a total of 45 individual projects near the project might add traffic to the study intersections. As noted previously, the ambient traffic growth rate is expected to accurately represent all area traffic growth within the study period, and as such, the inclusion of the 45 related projects in addition to assumed background traffic growth represents a potentially overstated cumulative condition.

The locations of these related projects are listed and shown in **Table III-1, Related Projects**, and **Figure III-9, Related Projects**, in **Section III** of this EIR. This list of cumulative projects accurately reflects the related project proposals at the time of preparation of this document. The estimated number of trips generated by the related projects was determined by applying the appropriate trip generation rates and equations from the *ITE Trip Generation, 7th Edition Manual*, 2003, or were obtained from LADOT records. The ITE trip generation rates and equations are provided in **Appendix IV.F** of this EIR, and the related project trip generation estimates are shown in **Appendix IV.F, Table 9**.

For the analysis of Future (2010) Without Project traffic conditions, the related projects trip generation was assigned to the study area circulation system. The total related projects traffic volumes assigned to the study intersections are illustrated in **Appendix IV.F, Figures 9(a) and 9(b)**, for the AM and PM peak hours, respectively.

Highway System Improvements

In order to accurately forecast future traffic conditions in the project area, an investigation into anticipated transportation improvements to the street system serving the project vicinity was also conducted. A review of the City of Los Angeles Capital Improvement Program (CIP), 2004/05–2006/07 revealed that no improvement projects are scheduled for implementation that would significantly affect the transportation system in the study area.

f. Analysis of Future Traffic Conditions (Without and With Project)

For the analysis of future project traffic impacts, the current roadway system's geometric and signal operation characteristics were assumed to remain in place.

Future (2010) baseline traffic volumes for the Without Project condition were determined by combining area ambient traffic growth with the total related projects traffic volumes. The Future (2010) Without Project traffic volumes are shown in **Table IV.F-9, Critical Movement Analysis (CMA) Summary – Future (2010) Without and With Project Traffic Conditions**, for the AM and PM peak hours, respectively. Traffic volumes generated by the project were then added to these baseline volumes to develop the Future (2010) With Project condition to determine traffic impacts directly attributable to the project; AM and PM peak-hour traffic volumes are shown in **Table IV.F-9**, respectively.

The CMA calculation worksheets for future conditions are included in **Appendix IV.F**. As shown in **Table IV.F-9**, all 20 of the study intersections would continue to operate at the highest levels of service (LOS A through C) in the future year 2010, both with and without the project. Traffic conditions at three of the study intersections are forecast to operate at LOS C during the PM peak hour and the intersection

of 11th Street/Chick Hearn Court and Cherry Street/I-110 NB On-Ramp is expected to operate at LOS C during the AM peak hour. The remaining intersections are expected to continue to operate at LOS A and LOS B during both AM and PM peak hours.

**Table IV.F-9
Critical Movement Analysis (CMA) Summary
Future (2010) Without and With Project Traffic Conditions**

No.	Intersection	Peak Hour	Future Without Project		Future With Project		
			CMA	LOS	CMA	LOS	Impact
1	Olympic Boulevard and Hill Street	AM	0.481	A	0.487	A	0.006
		PM	0.696	B	0.704	C	0.008
2	Olympic Boulevard and Broadway	AM	0.605	B	0.613	B	0.008
		PM	0.756	C	0.778	C	0.022
3	I-110 SB Off-Ramp and Blaine Street/Connecticut Street	AM	0.273	A	0.284	A	0.011
		PM	0.299	A	0.323	A	0.024
4	11 th Street and Blaine Street	AM	0.557	A	0.561	A	0.004
		PM	0.700	B	0.700	B	0.000
5	11 th Street/Chick Hearn Court and Cherry Street/I-110 NB On-Ramp	AM	0.734	C	0.765	C	0.031
		PM	0.647	B	0.686	B	0.039
6	11 th Street and Olive Avenue	AM	0.337	A	0.349	A	0.012
		PM	0.382	A	0.398	A	0.016
7	11 th Street and Hill Street	AM	0.325	A	0.348	A	0.023
		PM	0.543	A	0.593	A	0.050
8	11 th Street and Broadway	AM	0.360	A	0.377	A	0.017
		PM	0.572	A	0.644	B	0.072
9	11 th Street and Main Street	AM	0.380	A	0.390	A	0.010
		PM	0.709	C	0.725	C	0.016
10	12 th Street and Olive Street	AM	0.345	A	0.352	A	0.007
		PM	0.247	A	0.260	A	0.013
11	12 th Street and Hill Street	AM	0.243	A	0.257	A	0.014
		PM	0.305	A	0.348	A	0.043
12	12 th Street and Broadway	AM	0.472	A	0.529	A	0.057
		PM	0.486	A	0.592	A	0.106
13	12 th Street and Main Street	AM	0.370	A	0.381	A	0.011
		PM	0.481	A	0.496	A	0.015
14	12 th Street and Los Angeles Street	AM	0.244	A	0.245	A	0.001
		PM	0.363	A	0.364	B	0.001
15	Pico Boulevard and Hill Street	AM	0.343	A	0.359	A	0.016
		PM	0.467	A	0.495	A	0.028
16	Pico Boulevard and Broadway	AM	0.430	A	0.465	A	0.035
		PM	0.619	B	0.679	B	0.060
17	17 th Street /I-10 WB On-Ramp and Grand Avenue	AM	0.257	A	0.271	A	0.014
		PM	0.598	A	0.621	B	0.023
18	18 th Street/I-10 EB Off-Ramp and Grand Avenue	AM	0.331	A	0.335	A	0.004
		PM	0.309	A	0.317	A	0.008
19	17 th Street/I-10 WB Off-Ramp and Los Angeles Street	AM	0.467	A	0.481	A	0.014
		PM	0.496	A	0.514	A	0.018
20	18 th Street/I-10 EB On-Ramp and Los Angeles Street	AM	0.458	A	0.458	A	0.000
		PM	0.661	B	0.661	B	0.000

Source: *Traffic Analysis for the Herald Examiner Mixed-Use Project*. Crain & Associates. December 2005.

g. Impacts on Regional Transportation System

To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, Proposition 111 enacted the CMP. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. The MTA, the local CMP agency, has established a countywide approach to implement the statutory requirements of the CMP. The countywide approach includes designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's Level of Service standards.

The CMP project traffic impact analysis (TIA) guidelines require analyses of all CMP monitoring intersections where the project could add a total of 50 or more trips during either peak-hour period. Additionally, all freeway segments where a project could add 150 or more trips in either direction during the peak hours must be analyzed.

CMP-Monitoring Intersection Impacts

The CMP lists the following three monitoring intersections located within approximately 3 miles of the project:

- Alvarado Street and Sunset Boulevard
- Wilshire Boulevard and Alvarado Street
- Alameda Street and Washington Boulevard

The intersection of Alvarado Street and Sunset Boulevard is located less than 3 miles northwest of the project, and the intersection of Wilshire Boulevard and Alvarado Street is located less than 2 miles northwest of the project. These two intersections are located west of the Harbor Freeway and are anticipated to be largely unaffected by the project. The third location, Alameda Street and Washington Boulevard, is located approximately 2 miles southeast of the site.

As indicated by the net project traffic volumes shown in **Appendix IV.F, Figures 6(a) and 6(b)**, the study intersections located immediately adjacent to the project are expected to experience project-related traffic increases of 50 or more vehicles. However, additional dispersal of the project traffic through the area roadway network would reduce project traffic additions to substantially less than 50 vehicles per hour during both peak hours at all three of the CMP intersections. As such, the proposed project would not

meet or exceed the trip thresholds at any CMP-monitoring intersections, and no detailed CMP intersection analyses are warranted.³

Freeway Segment Impacts

The project is anticipated to generate approximately 348 (137 inbound and 211 outbound) net new trips during the AM peak hour, and 548 (280 inbound and 268 outbound) net new trips during the PM peak hour and, therefore, could exceed the analysis thresholds prescribed by the CMP for freeway segment analysis.

In order to address this potential for regional traffic impacts, the number of net new project trips added to key freeway segments in the project vicinity was identified. These locations were selected as those closest to the project, where new project traffic will be at its highest. The first step in the analysis was to identify the amount of project traffic using the selected freeway segments to determine whether these volumes exceed the CMP threshold of 150 vehicles per hour. If the project volumes are not found to exceed the CMP threshold of 150 vehicles per hour, no further freeway impact analyses are required. The resulting net project peak-hour traffic additions to the key area freeway segments are summarized below in **Table IV.F-10**.

Table IV.F-10
Net Project Traffic Volumes on Freeway System

Freeway	Segment	Direction	Peak Hour	
			AM	PM
Harbor (I-110)	North of 11 th Street	Northbound	42	54
		Southbound	21	42
	South of Santa Monica Freeway (I-10)	Northbound	14	28
		Southbound	21	27
Santa Monica (I-10)	West of Harbor Freeway (I-110)	Eastbound	21	42
		Westbound	32	40
	East of Harbor Freeway (I-110) (btn I-110 & Los Angeles Street)	Eastbound	27	56
		Westbound	53	67
	East of Los Angeles Street	Eastbound	21	28
		Westbound	14	27

Source: *Traffic Analysis for the Herald Examiner Mixed-Use Project*. Crain & Associates. December 2005.

³ Traffic Analysis for the Herald Examiner Mixed Use Project, City of Los Angeles, Urban Partners, LLC, by Crain & Associates, November 2005.

As shown in **Table IV.F-10**, net new project traffic additions to the freeways near the project do not exceed the 150 vehicles per hour (VPH) directional thresholds identified in the CMP, and therefore, do not trigger the need for detailed freeway analyses under the CMP.

Freeway segment peak-hour traffic capacities are generally assumed to have a mainline travel lane capacity of 2,000 VPH, based on analysis procedures and methodologies established in the Transportation Research Board's (TRB) Highway Capacity Manual (HCM). Each of the subject freeway segments exhibits a total of four or five lanes per direction in the study area, thereby providing a directional capacity of between 8,000 and 10,000 vehicles per hour for each segment.

4. ENVIRONMENTAL IMPACT ANALYSIS

a. Significance Criteria

Intersection Capacity

The *L.A. CEQA Thresholds Guide* states that a proposed project would normally have a significant impact on intersection capacity if the project traffic causes an increase in the V/C ratio on the intersection operating condition after the addition of project traffic of one of the following:

- V/C ratio increase ≥ 0.040 if final LOS* is C
- V/C ratio increase ≥ 0.020 if final LOS* is D
- V/C ratio increase ≥ 0.010 if final LOS* is E or F

* "Final LOS" is defined as projected future conditions including project, ambient conditions and related project growth, but without project traffic mitigation.

Operational Project Access

The *L.A. CEQA Thresholds Guide* states that a proposed project normally would have a significant project access impact if the intersections nearest the primary site access are projected to operate at LOS E or F during AM or PM peak hour, under cumulative plus project conditions.

Bicycle, Pedestrian and Vehicular Safety

The determination for significance shall be on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.

- The type of bicycle facility the project driveways cross and the level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle impacts.

Transit System Capacity

The *L.A. CEQA Thresholds Guide* states that the determination of significance shall be made on a case-by-case basis, considering the projected number of additional transit passengers expected with implementation of the proposed project and available transit capacity.

Parking

The *L.A. CEQA Thresholds Guide* states that a project normally would have an impact on parking if the project provides less parking than needed as determined through an analysis of demand from the project.

In-Street Construction Impacts

The *L.A. CEQA Threshold Guide* states that the determination of significance shall be made on a case-by-case basis, considering the following factors:

Temporary Traffic Impacts:

- The length of time for temporary street closures or closures of two or more traffic lanes;
- The classification of the street (major arterial, state highway) affected;
- The existing traffic levels and Level of Service (LOS) on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or lane closures; and
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

Temporary Loss of Access:

- The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- The availability of alternative vehicular or pedestrian access within one-quarter mile of the lost access; and
- The type of land uses affected, and related safety, conveniences, and/or economic issues.

Temporary Loss of Bus Stops or Rerouting of Bus Lines:

- The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- The availability of a nearby location (within one-quarter mile) to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations within a one-quarter-mile radius of the affected stops or routes; and
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Temporary Loss of On-Street Parking

- The current utilization of existing on-street parking;
- The availability of alternative parking locations or public transit options (e.g., bus, train) within one-quarter mile of the project site; and
- The length of time that existing parking spaces would be unavailable.

b. Project Impacts*Intersection Capacity*

The determination of significance for the project's intersection capacity impacts shall be made considering the following factor:

- *Whether the project results in a V/C ratio increase ≥ 0.040 if final LOS is C; V/C ratio increase ≥ 0.020 if final LOS is D; and/or V/C ratio increase ≥ 0.010 if final LOS is E or F.*

As summarized in **Table IV.F-9**, four intersections would operate at LOS C during AM and/or PM peak hours with the implementation of the proposed project. These intersections include:

- Olympic Boulevard and Hill Street
- Olympic Boulevard and Broadway
- 11th Street/Chick Hearn Court and Cherry Street/I-110 NB On-Ramp
- 11th Street and Main Street

The remaining 16 intersections would operate at either LOS A or B during both the AM and PM peak-hour periods. Upon build out of the proposed project and the related projects identified in **Section III**, none of the 20 analyzed intersections would exceed the significance threshold of a V/C ratio increase of

≥ 0.040 for intersections operating at LOS C. Therefore, no potential for significant project impacts related to intersection capacity would result from the project.

Operational Project Access

The determination of significance for the project's operational access impacts shall be made considering the following factor:

- *Whether the project would result any of the intersections nearest the primary site access would operate at LOS E or F during AM or PM peak hours, under cumulative conditions.*

As shown in **Table IV.F-9**, none of the studied intersections would operate at LOS E or F under cumulative, with project conditions. As such, no potential for significant impacts would occur.

Bicycle, Pedestrian and Vehicular Safety

The determination of significance for the project's bicycle, pedestrian and vehicular safety impacts shall be made considering the following factor:

- *Whether the project would result in unsafe conditions when considering the amount of pedestrian activity at project access points, design features, bicycle facilities crossing project driveways, and physical conditions of the project site and surrounding areas.*

The project is on a flat, paved surface with sidewalks surrounding the perimeters of the buildings. The driveway to the Broadway and Hill Street sites would be located next to the alley, south of the sites and would not block pedestrian or bicycle access on main walk/bikeways. The 12th Street site would have two driveways, one off of Broadway to the west of the building and one on the east side of the building that would be accessed from Main Street. The design and landscaping of the project takes into account bicycle, pedestrian and vehicular safety such that pedestrian and bicycle access would safely be available to each of the buildings.

Furthermore, as shown in **Table IV.F-9**, none of the 20 analyzed intersections would operate at LOS E or F for Future (2010) With Project traffic conditions. Therefore, because no intersections in the vicinity of the project would operate at LOS E or F, no potential for significant project access impacts are anticipated.

Transit System Capacity

The determination of significance for the project's transit system capacity impacts shall be made considering the following factor:

- *Whether the project would result in an increase in transit system ridership that would exceed available capacity.*

As previously discussed, the proposed project is located in Downtown Los Angeles, and both the project vicinity and the greater Downtown Los Angeles area are serviced by an array of public transit opportunities. The project is served by direct access to several public transit services and routes. In addition, when transfer opportunities are considered, the project is accessible to and from the greater Los Angeles region via public transit. Thus, the proposed project is adequately served by public transportation and would not result in the potential for significant impacts on public transportation.

Parking

The determination of significance for the project's parking impacts shall be made considering the following factor:

- *Whether the project would provide less parking than would meet project demand.*

Parking Code Analysis

Specifically, the Broadway site would not require the provision of on-site parking, since the existing Broadway building is a legal, non-conforming use that currently provides no on-site parking and would not be required to provide additional parking as a result of the proposed rehabilitation project. The Hill Street portion of the project would require a total of approximately 320 residential spaces only, since the proposed on-site retail space is less than 7,500 square feet and would not require parking to be provided. Finally, the 12th Street portion of the site requires a total of 407 parking spaces, including approximately 8 commercial spaces and 399 residential spaces.

Although the Broadway site does not require parking, a total of 38 parking spaces would be provided within the Hill Street site parking structure for the Broadway building's proposed commercial uses. The Hill Street site parking structure would also provide a total of 384 additional residential parking spaces, at 1.50 spaces per unit including 0.25 guest spaces per unit, or 64 more than are required. Finally, the 12th Street site would provide a total of 487 spaces, including 8 commercial and 479 residential spaces, or 80 residential spaces more than are required. The residential parking for the 12th Street site is also provided at a ratio of 1.50 spaces per unit (including 0.25 guest parking spaces per unit). A summary of the project's parking requirements described above as compared to its proposed parking supply is

provided in Table IV.F-11, Code Parking Ratios and Required Spaces, which shows that the proposed project parking supply would meet the City's parking requirements both for the project as a whole and for each of the individual parcels. However, although the project would provide adequate on-site parking to meet the applicable LAMC parking requirements, a project parking demand analysis was conducted to ensure that adequate on-site parking is provided for both the commercial and residential uses. The results of the parking demand analysis, below, indicate that the project would be able to meet its on-site parking demands, and no potentially significant parking impacts to the surrounding area are anticipated.

**Table IV.F-11
Code Parking Ratios and Required Spaces**

Land Use	Size	Parking Ratio	Spaces Required
Broadway Site			
Retail	39,725 sq. ft.	N/A ¹	0 Spaces
Office	29,000 sq. ft.	N/A ¹	0 Spaces
Retail/Office Total	68,725 sq. ft.		0 Spaces
Total Broadway Parking Required			0 Spaces
Broadway Site Parking Provided (at Hill Street Site)			38 Spaces
Hill Street Site			
Retail	2,560 sq. ft.	N/A ²	0 Spaces
Residential			
1 Bedroom	179 units	1.25 spaces/unit	224 Spaces
2 Bedroom	77 units	1.25 spaces/unit	96 Spaces
Residential Total	256		320 Spaces
Total Hill Street Required Parking			320 Spaces
Hill Street Site Provided Parking			422
Provided Over Required			(102)
12th Street Site			
Retail	8,050 sq. ft.	1.0 space/ 1,000 sq. ft.	8
Residential			
1 Bedroom	185 units	1.25 spaces/unit	231
2 Bedroom	134 units	1.25 spaces/unit	168
Residential Total	319		399 Spaces
12 th Street Site Total Required Parking			407
12 th Street Site Provided Parking			487
Provided Over Required			(80)
Project Required Parking			727
Project Provided Parking			909
Provided Over Required			(182)

Source: Traffic Analysis for the Herald Examiner Mixed-Use Project. Crain & Associates. December 2005.

sq. ft. = square feet

Notes

¹ An existing legal non-conforming use, the Broadway building does not require on-site parking as part of the proposed rehabilitation project. Therefore, the proposed 29,000 square feet of office and 39,725 square feet of retail space proposed within this building are not subject to LAMC parking requirements.

² Per LAMC 12.21 A.4 (i), commercial uses less than 7,500 square feet are not required to provide parking.

Parking Demand Analysis

The supplemental parking demand analysis was conducted for the project to more accurately describe the parking needs of the site as compared to the more static LAMC parking ratios. The LAMC parking requirements generally identify the average maximum parking need for a given land use and require that amount of parking throughout the day, whether it is utilized or not. As such, the City parking ratios neither consider the actual time-of-day parking utilizations of the proposed uses nor do they reflect the unique compatibility of the project's mix of land uses. The proposed project is a fully integrated development, featuring both residential and commercial uses in close proximity, which provides substantial opportunities for on-site interactions. For these reasons, a detailed "shared use" parking analysis was conducted for the project to better reflect actual parking demands for the site and is included in **Appendix IV.F**.

The concept of shared parking recognizes that different uses within a project may exhibit unique hourly parking demand fluctuations and generally do not utilize all of the Code-required parking at most times of the day. Further, the different individual uses may not produce "peak" parking necessary to meet the demands of the entire project. For example, office uses typically exhibit peak parking needs during the midday and early afternoon but require little to no parking on evenings and throughout the weekend. Retail uses peak during the midday and continue to exhibit moderately high parking needs through the early evenings. Conversely, other land uses such as restaurants are active during the day but exhibit peak parking utilizations during weekday evening/nighttime and weekend periods. Therefore, some of the parking provided for the office and retail uses can be used to meet the parking demands of restaurants during these times.

In addition to the effects on overall parking demands from these individual parking utilization hourly variation factors, parking code requirements typically are calculated based on "stand-alone" development components. As such, they do not include intrinsic reductions in parking demands resulting from "mixed-use" projects, which have two or more symbiotic uses on the same site. These types of projects are generally designed to incorporate multiple uses that complement each other, so that patrons of one use may visit other uses on the site in a single trip. This "internal interaction" factor allows patrons of the site to shop, dine or perform multiple tasks during a single visit to the site, all the while using only a single parking space. This factor is identical to the mixed-use reductions assumed for the project trip generation estimates.

Finally, the location of the project lends itself to parking reductions due to patron and employee use of public transit options, and as a result of "walk in" patronage due to the proximity of other off-site developments whose residents and/or employees will visit the project site to shop, dine or perform other

errands. The project site is served by several bus lines, with stops immediately adjacent to or within convenient walking distance. Additionally, the immediate vicinity provides a substantial number of residences and other commercial development from which to draw patrons of the retail and restaurant components of the project. Again, the transit and walk-in factors mirror the assumptions applied to the project's trip generation calculations.

Therefore, a parking analysis was conducted for the proposed project to estimate the effects of these factors on the parking needs for the development, independent of the number of spaces required by the LAMC parking ratios. The anticipated "base" parking needs for each of the site's components, prior to adjustment for the mixed use and other factors described above, were based on recommended parking ratios obtained from the Urban Land Institute⁴ (ULI), or from other sources, including the LAMC.

The internal interaction factors accounting for the mixed-use nature of the site were estimated based on the size, type of use and percentage of total development for each of the proposed uses, while the transit/walk-in factors were estimated based on number and frequency of bus trips past the site and potential retail customer base in the surrounding developments. These factors are the same as assumed earlier for the project's trip generation calculations.

The results of the parking demand analysis, as shown in **Appendix IV.F**, demonstrate that while the project would provide somewhat less than the LAMC parking requirements, in general, development on the Hill Street and 12th Street sites would provide adequate on-site parking to meet their anticipated parking demands; although the Hill Street site would experience a nominal parking deficit of between five (5) and nine (9) spaces during the weekday evening period (7:00 to 9:00 PM) of the winter holiday season. However, this maximum anticipated parking demand represents a seasonal parking demand that occurs only about 15 or so times per year during the peak holiday shopping period between Thanksgiving and Christmas. Minor short-term parking deficits during this season should not be confused with inadequate parking for the project under normal peak conditions. The amount of parking allocated to the commercial uses at both the Hill Street site and 12th Street site would not be adequate during most periods to meet the expected demands. However, this is a parking allocation issue and not a parking supply issue, as the total number of parking spaces provided by the project would, with the exception of the nominal Hill Street parking deficit discussed above, exceed the anticipated parking demands for both sites during all time periods. As a result, no off-site parking impacts or "overflow" onto adjacent streets or into nearby neighborhoods is anticipated, and no potentially significant parking demand impacts would result upon implementation of the proposed project.

⁴ *Shared Parking*, 2nd Edition, Urban Land Institute, Washington, D.C., 2005.

In-Street Construction Impacts

The determination of significance for the project's in-street construction impacts shall be made considering the following factors:

- *Whether project construction would result in temporary traffic impacts.*
- *Whether project construction would result in temporary loss of access.*
- *Whether project construction would result in temporary loss of bus stops or reroute bus lines.*
- *Whether project construction would result in temporary loss of on-street parking.*

Construction of the proposed project would involve separate construction activities and timelines at each of the three project sites. Construction at the Broadway site would primarily include abatement of potential hazards in the existing Broadway building, selective demolition and then rehabilitation in a manner consistent with the Secretary of the Interior's Standards for Building Rehabilitation. Construction at the other two project sites would involve the demolition of existing on-site uses, excavation for the subterranean parking structures, construction of the parking garages and then construction of the new buildings. Construction-related trips would be associated with all stages of project construction, including demolition, site grading and excavation, rehabilitation activities, and construction of the new buildings on the Hill Street and 12th Street sites. However, based on existing roadway and intersection capacities in the vicinity of the project sites, construction-related traffic would be accommodated, and no potential for significant impacts would occur.

Throughout project construction, all construction staging would occur within each of the proposed project sites. Therefore, construction activities would not result in impacts to site access, pedestrian access, closure of bus stops or loss of on-street parking. Therefore, project construction is not expected to result in potentially significant impacts to transportation and traffic.

c. Cumulative Impacts

The December 2005 *Traffic Analysis for the Herald Examiner Mixed-Use Project*, discussed herein, analyzed existing (2005) and future (2010) AM and PM peak-hour traffic conditions at 20 intersections in the vicinity of the project. The cumulative traffic conditions attributable to 45 potential related projects in the surrounding area were also analyzed in this traffic analysis. Based on the analysis, the project is not expected to result in any significant traffic impacts on its own or in combination with the 45 identified related projects; therefore, no significant cumulative transportation impacts are anticipated.

d. Mitigation Measures

As indicated in the preceding analyses, traffic generated by the proposed project is not expected to significantly affect any of the 20 study intersections, and adequate parking to meet anticipated demand would be provided; therefore, no traffic or parking mitigation measures are required.

e. Adverse Effects

The proposed project is not expected to result in any adverse effects on transportation.