

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

11<sup>th</sup> St. &  
Figueroa St

Date: February 27, 2001

To: Lateef Sholebo, Project Coordinator  
Department of City Planning

From: *Robert T. Takasaki*  
Robert T. Takasaki, Senior Transportation Engineer  
Department of Transportation

Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE  
PROPOSED LOS ANGELES ENTERTAINMENT DISTRICT PROJECT**

The Los Angeles Department of Transportation (LADOT) has reviewed the Draft Environmental Impact Report (DEIR), dated January 2001 and supporting traffic study prepared by traffic consultant, The Mobility Group, for the Los Angeles Entertainment District project. The proposed project covers several blocks north and east of the Staples Center. The project area covers six parcels as follows: Olympic West and Olympic East parcels bounded by Olympic Boulevard on the north, Figueroa Street on the east, 11<sup>th</sup> Street on the south and Cherry Street on the west; Figueroa Central and Figueroa South parcels bounded by 11<sup>th</sup> Street on the north, Flower Street on the east, Pico Boulevard on the south and Figueroa Street on the west; Olympic North parcel on the north side of Olympic Boulevard between Georgia Street and Francisco Street and Figueroa North parcel on the north side of Olympic Boulevard between Figueroa Street and Flower Street. Most of the project area is currently being used as surface parking lots for the Staples Center.

The traffic study analyzed 40 intersections for the weekday PM peak hour and Saturday evening peak hour. Existing traffic volume counts were taken during concurrent events at the Staples Center and the Convention Center in order to analyze a "worse case" situation. The DEIR indicated that without mitigation there would be 17 intersections significantly impacted during the weekday PM peak hour and 10 intersections significantly impacted during the Saturday evening peak hours. The DEIR proposes mitigation measures at 6 locations. Additional traffic mitigations have been explored by LADOT as noted below.

**PROJECT DESCRIPTION**

The proposed project consists of the following land uses:

PROPOSED LAND USE	SQUARE FEET
2 Hotels	1,060,000 SF (1200 rooms) 530,000 SF (600 rooms)
Entertainment	195,000 SF
Retail	385,000 SF
Restaurant	265,000 SF
Live Theater	270,000 SF (7,000 seats)
Office	165,000 SF
Health Club	125,000 SF
Medical Office	135,000 SF
Residential	870,000 SF (800 DU)
<b>TOTAL</b>	<b>4,000,000 SF</b>

The project will provide 5,305 on-site parking spaces and 952 off-site parking spaces to meet the Code parking requirement of 6,257 spaces. The project will also provide an additional 2,200 parking spaces reserved for the Staples Center as replacement for a similar number of parking spaces displaced by the project.

Driveway access to project parking is proposed as follows:

- For the Olympic West parcel, access/egress would be provided on Cherry Street (right-in, right-out only), on Olympic Boulevard (right-in, right-out only), and on Georgia Street (full movement access).
- For the Olympic East parcel, access/egress would be provided on Olympic Boulevard opposite Francisco Street (full movement access), and on Georgia Street (full movement access).
- For the Olympic North parcel, access/egress would occur on both Georgia Street and Francisco Street (both full movement access).
- For the Figueroa North parcel, access/egress would occur on both Figueroa Street

and Flower Street (both right-in, right-out only).

- For the Figueroa Central parcel, access/egress would be provided on 11th Street, Flower Street, and 12th Street (all right-in, right-out only).
- For the Figueroa South parcel, access/egress would be provided on both Figueroa Street and Flower Street (both right-in, right-out only).

This project would generate approximately 48,000 net daily trips with 3,612 net trips during the weekday PM peak hour and 5,181 net trips during the Saturday evening peak hour. Trip rates were adjusted consistent with LADOT policies and procedures to reflect internal capture trips between the project, the Staples Center and the Convention Center, and trips within the project. Trip rates were also adjusted to reflect the high level of transit service in the area, proximity of the project within walking distance of many Downtown offices and residential buildings, as well as pass-by trips. Project buildout is expected to occur in the year 2008.

### SIGNIFICANT TRAFFIC IMPACT LOCATIONS

The results of the DEIR indicate that the following 17 locations will have significant traffic impacts during the weekday PM peak hour and 10 locations will have significant traffic impacts during the Saturday evening peak hour. It should be noted that even with the proposed mitigations, the impact will remain significant for the majority of locations.

#### WEEKDAY PM PEAK HOUR

1. Blaine Street & 11<sup>th</sup> Street\*
2. Cherry Street & Pico Boulevard
3. Georgia Street & Olympic Boulevard\*
4. Francisco Street & 9<sup>th</sup> Street\*
5. Francisco Street & Olympic Boulevard\*
6. Figueroa Street & 8<sup>th</sup> Street\*
7. Figueroa Street & 9<sup>th</sup> Street\*
8. Figueroa Street & Olympic Boulevard\*
9. Figueroa Street & 11<sup>th</sup> Street\*
10. Figueroa Street & Pico Boulevard\*
11. Flower Street & 9<sup>th</sup> Street\*
12. Flower Street & Olympic Boulevard\*
13. Flower Street & 11<sup>th</sup> Street\*
14. Flower Street & Pico Boulevard\*
15. Flower Street & 7<sup>th</sup> Street\*
16. Flower Street & 8<sup>th</sup> Street\*
17. Grand Avenue & 11<sup>th</sup> Street

**SATURDAY EVENING PEAK HOUR**

1. Cherry Avenue & I-110 N/B on-ramp/11th Street\*
2. Cherry Avenue & Pico Boulevard
3. Georgia Street & Olympic Boulevard\*
4. Georgia Street & 11<sup>th</sup> Street\*
5. Francisco Street & Olympic Boulevard\*
6. Figueroa Street & Olympic Boulevard
7. Figueroa Street & 11<sup>th</sup> Street\*
8. Flower Street & 9<sup>th</sup> Street\*
9. Flower Street & Olympic Boulevard\*
10. Flower Street & 11<sup>th</sup> Street\*

\* Still significantly impacted even after mitigations.

**MITIGATION MEASURES**

The following are the recommended mitigation measures. LADOT has reviewed them with the developer's representatives and their consultants and generally agrees that they are acceptable. However, specific comments on each are summarized below.

**Blaine Street/11th Street/SR-110 SB On-Ramp.** The proposed mitigation to widen the Harbor Freeway southbound on-ramp from one to two lanes is acceptable to LADOT. This also requires approval by Caltrans.

**Cherry Street & Pico Boulevard.** The proposed mitigation to widen and re-stripe the northbound approach of Cherry Street to provide two exclusive left-turn lanes, two through lanes, and an exclusive right-turn only lane is acceptable to LADOT.

**Georgia Street & Olympic Boulevard.** The proposed mitigation to provide a protected/permissive westbound left turn signal phase on Olympic Boulevard and to widen and restripe the northbound approach of Georgia Street to provide an exclusive left-turn lane, one through lane and an exclusive right-turn lane is acceptable to LADOT.

**Francisco Street & Olympic Boulevard.** The proposed mitigation to install a new traffic signal at this intersection and to widen the south side of Olympic Boulevard and re-stripe the westbound approach of Olympic Boulevard in order to provide dual left-turn lanes and a protected only left turn signal phase at the project driveway is acceptable to LADOT. The project driveway is also proposed to be striped for two inbound lanes and two outbound lanes (a shared left/through/right-turn lane and an exclusive right-turn lane). The proposed mitigation would also stripe the southbound approach of Francisco Street to provide an exclusive left turn lane and a shared through/right-turn lane. LADOT requires that the developer provide a separate traffic signal warrant analysis for review and approval by LADOT prior to installation of the signal.

Figueroa Street & Olympic Boulevard. The proposed mitigation to widen and restripe the eastbound approach of Olympic Boulevard to provide dual left-turn lanes (including protected only left-turn signal phase), three through lanes and a separate right turn lane; to widen and restripe the westbound approach of Olympic Boulevard to provide an exclusive left-turn lane, three through lanes and a separate right-turn lane; and to lengthen the existing northbound left-turn lane on Figueroa Street is acceptable to LADOT.

Grand Avenue & 11<sup>th</sup> Street. The proposed mitigation to re-stripe the westbound approach of 11<sup>th</sup> Street to provide an exclusive left-turn lane and two through lanes is acceptable to LADOT.

Unless otherwise specified, all traffic mitigation measures shall be implemented through the Bureau of Engineering (BOE) B-Permit process or Caltrans' encroachment permit process. Construction of the improvements to the satisfaction of LADOT, BOE and Caltrans must be completed before issuance of any certificate of occupancy. In the event the developer is unable to obtain necessary construction permits from the concerned agencies in a timely fashion, a temporary certificate of occupancy may be granted by the City provided the developer has demonstrated reasonable efforts to complete the necessary designs and improvements to the satisfaction of LADOT. Should any improvement not receive required approval, the City may substitute an alternative measure of an equivalent cost and effectiveness. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact LADOT's B-Permit Coordinator, telephone (213) 580-5336, to arrange a pre-design meeting to finalize the proposed design needed for the project.

#### **HIGHWAY DEDICATION AND STREET WIDENING REQUIREMENTS**

Except where traffic mitigation measures are proposed which results in a need for greater highway dedication and street widening than required for the classification of the abutting street, the project shall, at a minimum, dedicate and widen all adjacent street frontage to their respective highway classification. Because of the expected high pedestrian volumes, notwithstanding standard street crosswalk requirements, LADOT recommends that the project provide a minimum 20-foot wide sidewalk along 11th Street and Figueroa Street frontages and a minimum 15-foot wide sidewalk along all other project street frontages.

Olympic Boulevard is classified as a Class II Major Highway which requires an 80-foot roadway on a 104-foot right-of-way (40-foot half width roadway on a 52-foot half width right-of-way). Except for the south side of Olympic Boulevard between Cherry Street and Georgia Street, which is already improved to a 47-foot half width roadway on a 62-foot half width right-of-way, and the south side of Olympic Boulevard west of Figueroa Street, which is already improved to a 52-foot half width roadway on a 67-foot half width right-of-way, most of the remainder of Olympic Boulevard is presently improved to a 37-foot half width roadway on 50-foot half width right-of-way. However, the north side of Olympic Boulevard between Figueroa Street and Flower Street is presently improved to a 35-foot half width roadway on a 48-foot half width right-of-way. LADOT recommends a minimum 2-foot or 4-foot dedication and 3-foot or 5-foot widening along the project frontage to bring Olympic Boulevard up to Class II Major Highway standards except where greater dedication and widening are needed for traffic mitigation.

Georgia Street is classified as a Collector Street which requires a 44-foot roadway on a 64-foot right-of-way (22-foot half width roadway on a 32-foot half width right-of-way). Georgia Street between 11<sup>th</sup> Street and Olympic Boulevard is presently improved to Collector Street standards. The east side of Georgia Street north of Olympic Boulevard is presently improved to a 20-foot half width roadway on a 30-foot half width right-of-way. LADOT recommends a 2-foot dedication and 2-foot widening along the Georgia Street frontage north of Olympic Boulevard.

Francisco Street is classified as a Collector Street north of Olympic Boulevard. Presently the west side of Francisco Street north of Olympic Boulevard is improved to a 20-foot half width roadway on a 30-foot half width right-of-way. LADOT recommends 2-foot dedication and 2-foot widening along the Francisco Street frontage north of Olympic Boulevard.

Eleventh Street is classified as a Collector Street. Eleventh Street is presently improved to a variable 82-foot to 92-foot roadway on a variable 117-foot to 127-foot right-of-way between Georgia Street and Figueroa Street. Between Figueroa Street and Flower Street, 11th Street is improved to a 66-foot roadway on 86-foot right-of-way. LADOT does not recommend any additional dedication or widening on 11<sup>th</sup> Street except for a minimum 20-foot wide sidewalk on 11<sup>th</sup> Street between Figueroa Street and Flower Street.

Figueroa Street is classified as a Class II Major Highway. Figueroa Street is presently improved to a variable 30-foot to 52-foot half width roadway on a variable 45-foot to 67-foot half width right-of-way width. LADOT recommends a minimum 60-foot half width right-of-way to implement a minimum 40-foot half width roadway and 20-foot wide sidewalk along all project frontages.

Flower Street is classified as a Secondary Highway which requires a 35-foot half width roadway on a 45-foot half width right-of-way. Presently, Flower Street is improved to Secondary Highway standards along the project frontage.

The developer should also check with BOE's Land Development Group for any additional highway dedication or street widening requirements.

### **CLOSURE OF 11TH STREET**

The DEIR discussed the developer's proposal to close 11th Street between Georgia Street and Figueroa Street on a regular basis outside the AM and PM peak hours. LADOT is not opposed to the proposed closure provided that the measures mentioned in the DEIR for closing the street are implemented. In addition, LADOT recommends that the developer, at no cost to the City, install bollards and chains to prevent pedestrian J-walking along 11th Street whenever the street is opened to traffic. In accordance with City policy, the applicant should fund any LADOT traffic officers which may be needed for traffic control. LADOT also recommends that initially the closures occur only on Friday nights and weekends but may be expanded later to weekdays in the off-peak hours, after appropriate review and study. The authority for the closures should be approved by the City Council by separate action as well be included in the Specific Plan being developed for this area.

## **NARROW THE ROADWAY WIDTH OF 11TH STREET**

The developer proposes to narrow the roadway width of 11th Street between Figueroa Street and Georgia Street primarily on the north side. LADOT has no objections to narrowing the existing roadway width of 11th Street between Figueroa Street and a point approximately 400 feet west of Figueroa Street (length of proposed pedestrian plaza on north side of 11<sup>th</sup> Street) as long as the remaining roadway width provides a minimum 65-foot roadway for the two westbound lanes and four eastbound lanes satisfactory to LADOT. Provision of any "bump out" design must be approved by LADOT.

## **OTHER MITIGATION MEASURES IN DEIR**

Besides the major and specific mitigation measures, several general-type mitigation measures proposed are summarized below.

1. The project proposes to enhance connections and linkages to transit; i.e. improve physical pedestrian linkages between the project and the Blue Line Station on Flower Street between Pico Boulevard and 12th Street, install directional signage to bus and rail lines, construct landscaped bus stops, and provide six new bus shelters and two on-site transit information kiosks.
2. Where feasible, the project proposes to install, 12-foot wide crosswalks at Figueroa Street/Olympic Boulevard, Figueroa Street/Pico Boulevard, 12th Street/Flower Street and Pico Boulevard/Flower Street.
3. The project proposes to initiate and maintain a Transportation Demand Management (TDM) program to promote the use of transit and rideshare for employees and visitors. LADOT recommends that the TDM program be submitted to LADOT for review and approval prior to issuance of the first certificate of occupancy for the project.
4. The project proposes to provide up to \$25,000 to LADOT for installation of guide signs to direct inbound traffic to parking facilities and outbound traffic to arterials and freeway ramps.
5. The project proposes to provide up to 3 additional changeable message signs (CMS) to help direct traffic during concurrent Staples Center and Convention Center events and during closure of 11th Street. LADOT recommends that this be increased to 5 CMS and 3 ATSAC cameras at locations to be specified by LADOT.
6. The project proposes to provide one additional CMS on the freeway mainline system if Caltrans determines that such a sign is necessary.
7. The project proposes to coordinate with LADOT and Caltrans to develop a fixed or changeable signage program to direct traffic to utilize certain freeway off-ramps to access the project site.

8. The project proposes to participate in the existing Event Management Coordinating Committee created by the Staples Center Parking and Circulation Management Plan (PCMP).
9. The project proposes to realign 12th Street at Figueroa Street to eliminate the existing jogged intersection.

#### OTHER IMPROVEMENTS RECOMMENDED BY LADOT

LADOT has met with the applicant and Caltrans to propose further traffic improvement projects, as summarized below:

1. LADOT is not opposed to a proposal in the traffic study that recommends that Figueroa Street be converted to a two-way street between 9th Street and Olympic Boulevard. LADOT recommends this as a voluntary improvement for the developer contingent on the City acquiring the necessary right-of-way on the west side of Figueroa Street to permit the developer to widen the west side of the street by 6 feet and restripe the street for a 20-foot wide southbound traffic lane. This section of Figueroa Street is presently a one-way northbound street with a 14-foot wide striped area for bus loading/unloading. The proposed improvement would improve access and circulation directly from the freeway to the area by providing a single southbound lane while providing space for bus loading/unloading adjacent to the west curb between 9th Street and Olympic Boulevard.
2. LADOT is not opposed to a proposal in the traffic study that recommends that James Wood Boulevard (formerly 9th Street) be closed just west of the Harbor Freeway to allow Harbor Freeway southbound off-ramp traffic to be able to make an eastbound right turn at Georgia Street or at Francisco Street and thereby provide more direct access to the project site. LADOT recommends this as a voluntary improvement for the developer contingent on the City authorizing the closure of James Wood Boulevard to permit the developer to cul-de-sac eastbound James Wood Boulevard at the Harbor Freeway southbound off-ramp so that the off-ramp traffic can access the south side of the street where it can make a right-turn at Georgia Street or Francisco Street. LADOT will pursue the proposed street closure with BOE and the Board of Public Works. In connection with this improvement, LADOT recommends that the developer do a voluntary improvement to separate the Harbor Freeway northbound off-ramp traffic to James Wood Boulevard from eastbound through traffic on James Wood Boulevard at the Francisco Street signal by restriping the street to provide more space between the two movements and provide a separate signal phase for each movement. This will allow northbound off-ramp traffic to merge easier into the eastbound curb lane to make a right turn at Figueroa Street if Figueroa Street is made a two-way street. This also requires Caltrans approval.
3. LADOT recommends that the project provide a large area where media trucks can stage for Staples Center events as well as provide additional communication cable conduits under 11th Street for use by the media. The media presently use the Staples Center parking lot on the north side of 11th Street west of Figueroa Street which will no longer be available when the project is built.



4. LADOT recommends that the developer extend the lease and provide improvements to the existing LADOT Traffic Management Center (TMC) serving the Staples Center by providing access to restroom facilities and parking for LADOT vehicles.
5. LADOT recommends that developer work with LADOT to identify a suitable location adjacent to the project site for use as a dedicated taxi stand for the live theater.
6. LADOT recommends that the project be responsible for any relocation and/or modification of the existing Highway Advisory Radio system for the Staples Center if required as a result of the construction of the project.

#### NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN (NTMP)

The project proposes to fund up to \$100,000 for studies, evaluation and implementation of a NTMP. LADOT supports the concept of a NTMP funded by the developer. However, the exact amount of funding may need to be increased to cover the cost of the community hiring their own traffic consultant to assist in development and review of the initial plan, LADOT costs to review and approve the plan including meetings with the Council Office and communities and the costs to implement the plan. The plan should include a separate amount of monies for implementation of a preferential parking district if requested by the neighborhood and found warranted by LADOT. The actual amount of funding for the NTMP and preferential parking program are still to be determined.

#### PARKING ANALYSIS

The project will displace approximately 2,200 parking spaces currently allocated for the Staples Center. The project also provides 5,305 parking spaces in subterranean and above-grade parking garages at various locations on the project site as well as 952 off-site parking spaces (at least 775 spaces for employees) which would be connected to the project site by a shuttle bus system. The project would also provide an additional 2,200 parking spaces reserved for the exclusive use of Staples Center patrons as replacement for the displaced parking in an approximately 3,000 space parking structure to be constructed on the Olympic West parcel. The DEIR indicates that the peak day parking demand for the project is 8,061 spaces on a weekday between 8 PM and 9 PM and 8,138 spaces on a Saturday between 8 PM and 9 PM.

The Code required parking for the project is 6,257 spaces. The project would provide a total of 6,257 spaces through 5,305 on-site spaces and 952 off-site spaces by covenant within 1,500 feet of the project site. For the peak day, the total peak parking demand of 8,138 spaces on a Saturday would exceed the 6,257 spaces provided by the project resulting in a shortfall of 1,881 spaces which the project proposes to make up by utilizing either the 2,200 spaces reserved for the Staples Center when the Staples Center is closed or from nearby available on-street parking spaces or within existing privately owned parking lots in the area.

## CONSTRUCTION IMPACTS

The project proposes to develop a Construction Management Plan which will provide for the coordination of construction areas and safe pedestrian movements throughout the project area and between the project site and the Staples Center, Convention Center and surrounding land uses. LADOT recommends that the Construction Management Plan be prepared and submitted to LADOT for review and approval prior to the start of any construction work. LADOT also recommends that the Construction Management Plan address parking for the Staples Center to insure that as the project is built, replacement parking is provided for the Staples Center and that all construction activities affecting traffic during Staples Center and Convention Center events is coordinated through the Staples Center Event Management Coordinating Committee to minimize any disruption to traffic during construction.

## DRIVEWAY ACCESS

This memorandum does not constitute approval of the driveways and parking scheme for the project. Those require separate review and approval and should be coordinated with LADOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 3rd Floor, Station 23) as soon as possible to avoid delays in the building permit approval process.

If you have any questions, please contact Wes Pringle of my staff at (213)580-5206.

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- c: Council District No. 1
- Council District No. 9
- Central District, LADOT
- Design Division, LADOT
- Franchise Division, LADOT
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- Special Events Section, LADOT
- Neighborhood Traffic Management Section, LADOT
- Preferential Parking Section, LADOT
- Citywide Planning Coordination Section, LADOT
- Land Development Group, BOE
- Steve Buswell, Caltrans
- LA Arena Company
- Mobility Group
- Art Cueto, MTA