

**APPENDIX F**

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**Transportation Impact Report**



## **350 South Figueroa Project**

### **Transportation Study**

Prepared by

**The Mobility Group**



# 350 South Figueroa Project

## Transportation Study

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# 1. Introduction

This report documents a transportation impact analysis for the Proposed 350 South Figueroa Project located at 350 South Figueroa Street in the City of Los Angeles. The Development Site as described in the Application and Environmental Documentation is the existing World Trade Center Building bounded by Figueroa Street, 3<sup>rd</sup> Street, Flower Street, and 4<sup>th</sup> Street. The Project comprises demolition of the part of the building at the south-west corner of the site at Figueroa Street & 4<sup>th</sup> Street and construction of a new building at that location. This study addresses the impacts of the new building, which referred to subsequently as the Development Site. The Project location is shown in Figure 1.1.

## 1.1 Project Description and Location

The Development Site is located at the north-east corner of the Figueroa Street & 4<sup>th</sup> Street intersection in downtown Los Angeles. The block is currently developed as the World Trade Center Los Angeles with office and commercial uses. The Proposed Project would redevelop the south west corner of the block.

The Proposed Project would involve removal of approximately 29,500 sq. ft. of office space from the Development Site. The Proposed Project will add approximately 570 residential units. The existing ingress/egress driveways and circulation on the overall World Trade Center site will be retained. Access to the Proposed Project (ingress & egress) will be on Figueroa Street and Flower Street. A ground floor plan is shown in Figure 1.2.

The Development Site is located close to many other destination land uses in downtown, with excellent access to transit, bike lanes in downtown, and a pedestrian network with sidewalks on all streets and pedestrian crosswalks at all intersections.

## 1.2 Study Scope

The scope and methodology of this analysis was determined in conjunction with the City of Los Angeles Department of Transportation (LADOT), and was conducted in accordance with the LADOT Traffic Study Guidelines, and defined in a Memorandum of Understanding (see Appendix A).

The analysis addresses the following time periods:

- AM peak hour
- PM peak hour



The analysis also addresses the following scenarios:

- Existing Conditions
- Existing Conditions With Project
- Future Conditions Year Without Project
- Future Conditions Year With Project
- Future Conditions Year With Project With Mitigation

The analysis addresses a future year of 2023, which is the projected year of project completion.

### **1.3 Overview of Methodology**

#### **Intersection Analysis**

Intersection analysis was conducted using the “Critical Movement Analysis (Planning Method)” as described in “Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980”, and as required by LADOT’s Traffic Study Policy and Procedures, to obtain volume/capacity (V/C) ratios for each intersection.

#### **Congestion Management Program Analysis**

A congestion management plan analysis was conducted addressing arterial intersections, freeway segments, and transit, as required by the *2010 Los Angeles County Congestion Management Program (Metro, 2010)* guidelines.

#### **Freeway System**

Freeway facilities were evaluated according to the MOU between LADOT and Caltrans (*Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (December 2015)*) that sets forth criteria for when a freeway impact analysis should be conducted. This requires an initial evaluation of freeway mainline segments and freeway off-ramps to determine if Project volumes exceed certain thresholds that would require further analysis of the freeway system. The evaluation concluded that the thresholds for analysis were not met (as shown in the MOU in Appendix A), so further freeway analysis was not necessary.

#### **State of California Senate Bill No. 743**

State of California Senate Bill 743<sup>1</sup>, requires the Governor’s Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift

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<sup>1</sup> SB 743(Steinberg, 2013).

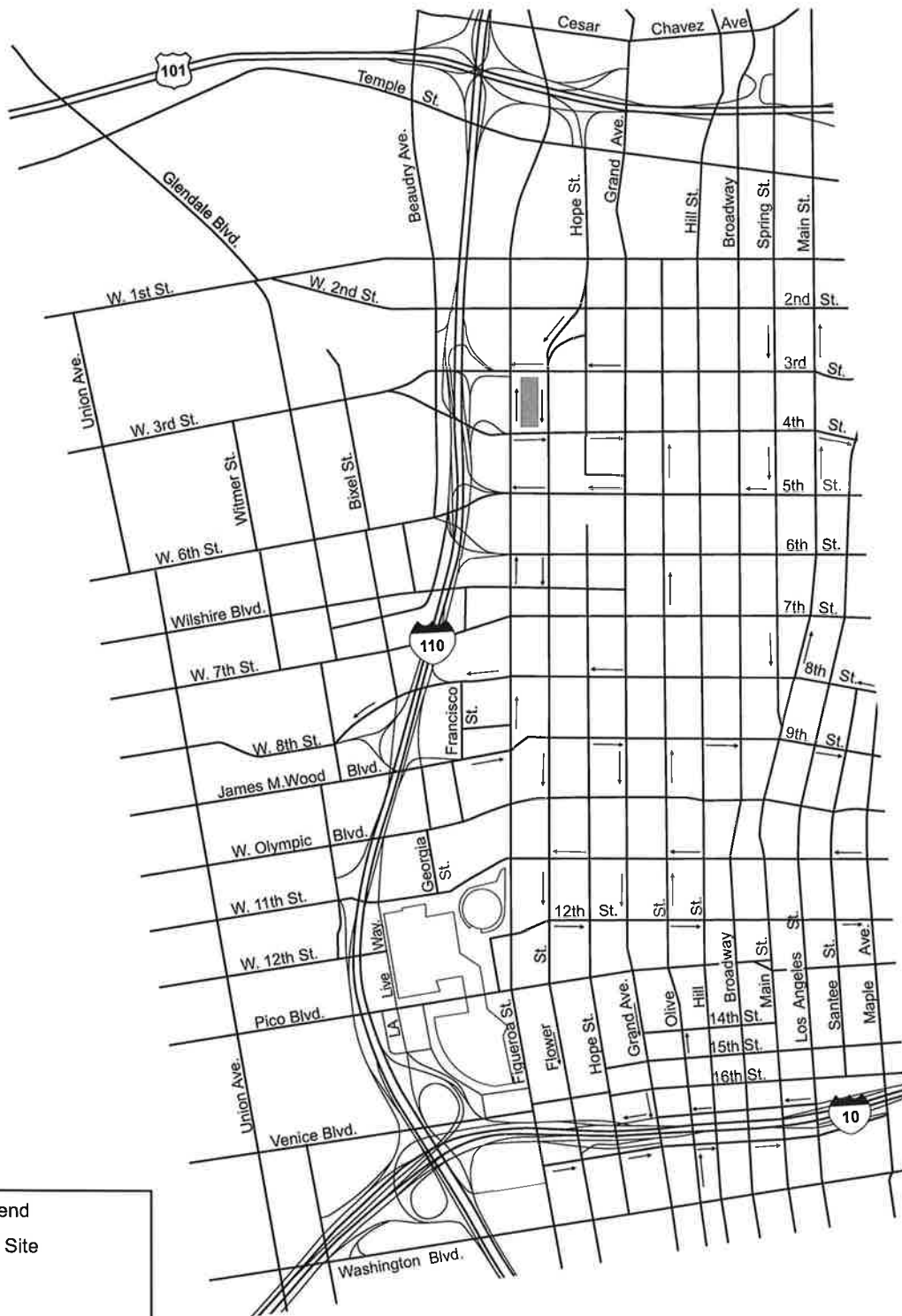
from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better addresses the state’s goals on reduction of greenhouse gas emission (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor’s Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology. The City of Los Angeles is currently in the process of updating its travel demand model, impact evaluation methodology and transportation impact thresholds based on VMT, and has not yet adopted a methodology or guidelines. Caltrans is also pursuing VMT as a metric of Project impacts to better align with the State’s multimodal transportation and environmental actions goals, which is outlined in an interim guide<sup>1</sup>, but has no specific adopted methodology. The transportation analysis in this study is therefore based on currently adopted rules and policies based on level of service.

## 1.4 Organization of this Report

This report is organized as follows. Chapter 2 describes the existing transportation conditions in the area of the Project. Chapter 3 provides a description of the Proposed Project and its transportation characteristics, including trip generation, distribution of project trips, and vehicular access. Chapter 4 analyzes potential transportation impacts for the Existing With Project conditions. Chapter 5 addresses the Future Without Project conditions (year 2023) and sets the future cumulative baseline for analysis of Project impacts at buildout. Chapter 6 addresses the Future With Project Conditions and analyzes the potential transportation impacts of the Project including: traffic conditions at intersections; and a Congestion Management Program analysis including freeway and arterial monitoring locations and transit. Chapter 7 identifies proposed transportation measures to mitigate any identified significant impacts caused by the Project. Appendices provide backup technical information, including the LADOT MOU, list of related projects, the Caltrans Freeway Threshold check, traffic counts, and intersection level of service calculations.

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<sup>1</sup> Local Development – Intergovernmental Review Program Interim Guide (Caltrans Approved September 2016).



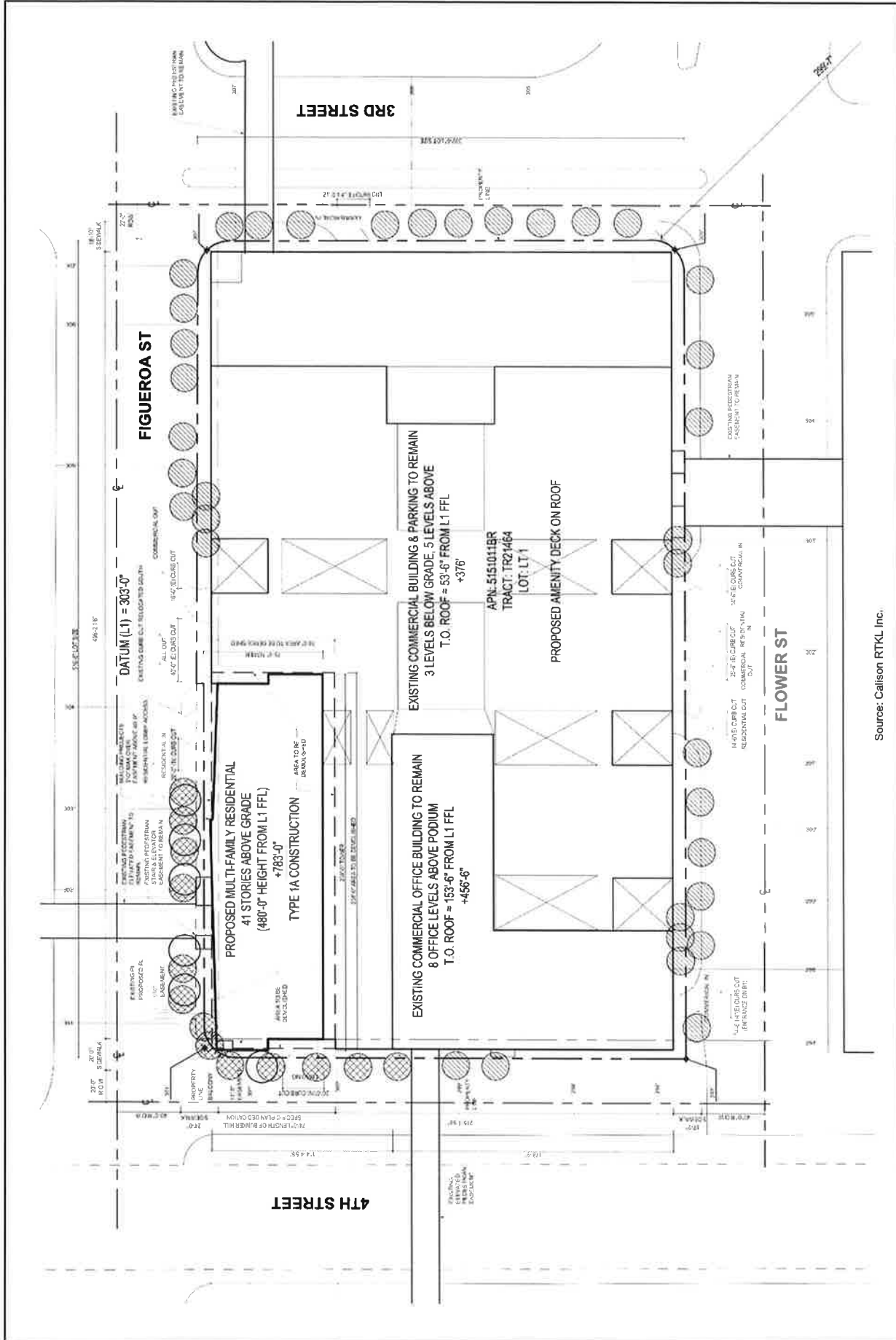
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■ Project Site

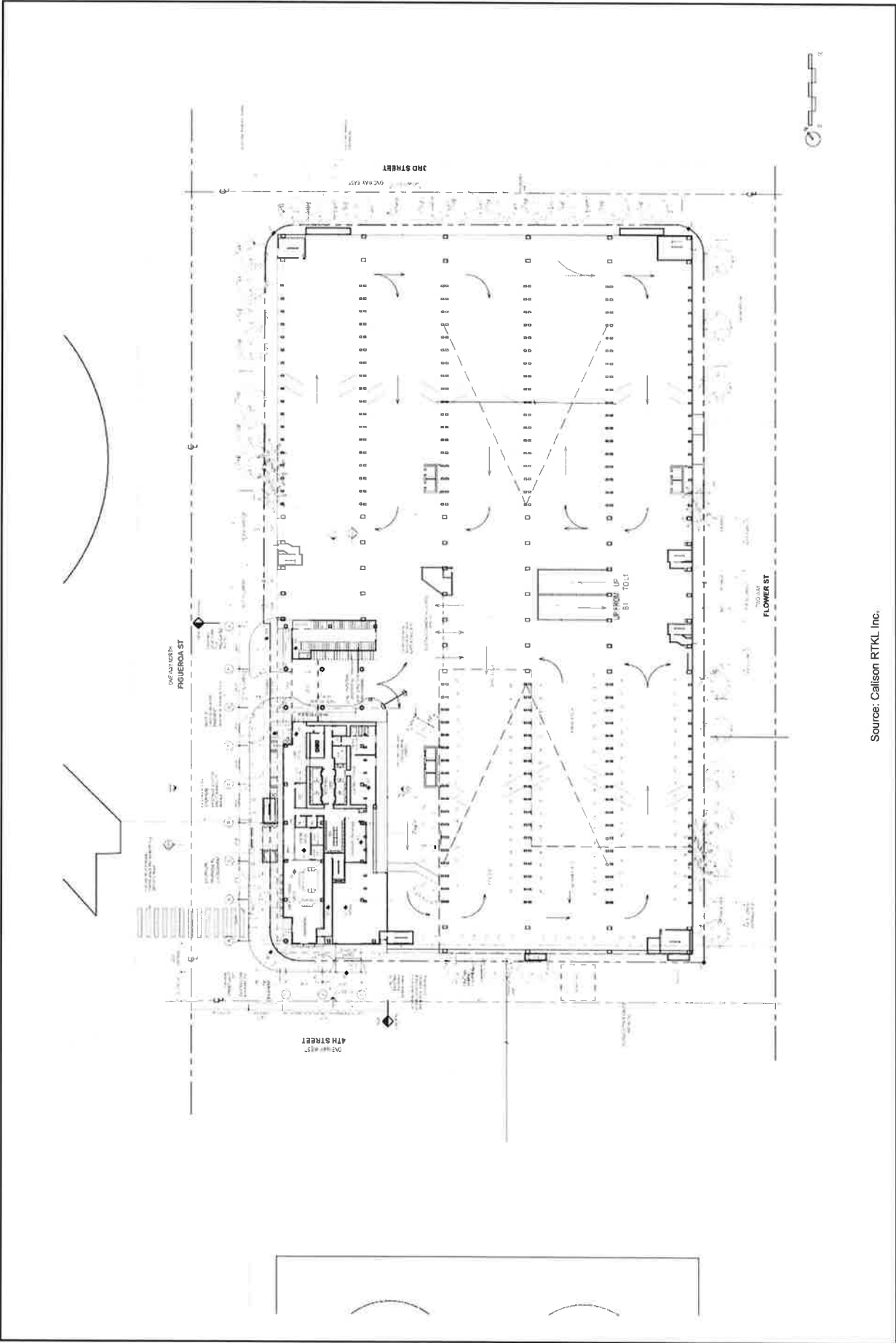
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Figure 1.1  
Project Location

**350 S. Figueroa Project**



**Figure 1.2a**  
 Project Site Plan - Development Site  
 350 S. Figueroa Project



Source: Calison RTKL Inc.

**Figure 1.2b**  
**Project Site Plan - Development Site**

**350 S. Figueroa Project**

## 2. Existing Conditions

### 2.1 Roadway System

The Development Site is located in the Bunker Hill region of downtown Los Angeles and is bounded by 4<sup>th</sup> Street to the south, Figueroa Street to the west, and the remainder of the existing World Trade Center building to the north and east. Regional access to the site is provided primarily by the Harbor/Pasadena Freeway (I-110/SR-110) and the Hollywood Freeway (US-101). The Harbor/Pasadena Freeway runs north-south west of the site, and the Hollywood Freeway runs in an east-west direction north of the Development Site. These two facilities also provide access to the Golden State Freeway (I-5) to the north, to the San Bernardino (I-10) and Pomona (SR-60) Freeways to the east, and to the Santa Ana Freeway (I-5) to the south.

The Development Site is served by a comprehensive grid system of downtown surface streets, with multiple access points to the freeway system. The key surface streets serving the area of the Project are described below, and shown in Figure 2.1. All street classifications are from the City's Mobility Plan 2035.

#### North-South Streets

**Figueroa Street:** Figueroa Street is a one-way northbound street located immediately west of the Development Site. It is classified as a Boulevard II north of Wilshire Boulevard, a Modified Avenue I between Wilshire Boulevard and 7<sup>th</sup> Street and an Avenue I between 7<sup>th</sup> Street and 9<sup>th</sup> Street. In the vicinity of the Development Site, Figueroa Street generally provides six northbound travel lanes. There is a bike lane on Figueroa Street throughout the study area. On-street metered parking is provided during off-peak hours at certain locations with some restrictions. Adjacent to the Development Site (between 4<sup>th</sup> Street and the Project driveways) is red curb and signed No Stopping 7am to 7pm. North of the Development Site a stretch of the curb is signed No Stopping 7am to 5pm School Days (School Bus Exempted), and then the rest of the block to 3<sup>rd</sup> Street is red curb. North of 3<sup>rd</sup> Street, Figueroa Street is a two-way street with two northbound and two southbound lanes and a northbound bike lane.

**Flower Street:** Flower Street is located east of the Development Site. Flower Street is a two-way street north of 4<sup>th</sup> Street with three travel lanes southbound and one travel lane northbound in the vicinity of the Development Site. South of 4<sup>th</sup> Street, Flower Street is a one-way street and has four travel lanes southbound. In the City's Mobility Plan 2035, Flower Street is classified as an Avenue II between 3<sup>rd</sup> Street and 1<sup>st</sup> Street, Avenue I between 6<sup>th</sup> Street and 3<sup>rd</sup> Street and a Modified Avenue II between 6<sup>th</sup> Street and 11<sup>th</sup> Street. On-street metered parking is provided on both sides of the street with some restrictions.

**Hope Street:** Hope Street is a two-way street located east of the Development Site. It is classified as a Modified Avenue I north of 4<sup>th</sup> Street, a Modified Avenue III between 5<sup>th</sup> Street and 6<sup>th</sup> Street, and an Avenue II south of 6<sup>th</sup> Street. It is discontinuous between 5<sup>th</sup> and 6<sup>th</sup> Streets. Hope Street generally provides two-travel lanes in each direction. On-street metered parking is generally provided on both sides of the street with some restrictions.

**Grand Avenue:** Grand Avenue is located east of the Development Site and is a two-way street north of 5<sup>th</sup> Street and a one-way southbound street south of 5<sup>th</sup> Street. In the vicinity of the Development Site, Grand Avenue generally provides two travel lanes in each direction. In the City's Mobility Plan 2035, it is classified as a Modified Boulevard II north of 4<sup>th</sup> Street and a Modified Avenue II south of 4<sup>th</sup> Street. On-street metered parking is provided with some restrictions.

**Olive Street:** Olive Street is located east of the Development Site and is a two-way street north of 5<sup>th</sup> Street and a one-way northbound street south of 5<sup>th</sup> Street. In the vicinity of the Development Site, Olive Street generally provides two travel lanes in each direction. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. On-street metered parking is provided with some restrictions.

**Hill Street:** Hill Street is a two-way street located east of the Development Site, generally providing two southbound travel lanes and two northbound travel lanes during peak periods in the vicinity of the Project. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. On-street metered parking is provided with some restrictions.

### East-West Streets

**3<sup>rd</sup> Street:** 3<sup>rd</sup> Street is predominantly a one-way westbound street located north of the Development Site, providing six westbound lanes adjacent to the Project Site. It also has one travel lane in the eastbound direction, between Figueroa Street and Flower Street. The eastbound direction is forced to turn right at Flower Street to head southbound towards 4<sup>th</sup> Street. East and west of the Development Site, 3<sup>rd</sup> Street generally has five lanes. Between Hill Street and Flower Street, 3<sup>rd</sup> Street runs in tunnel below the ground and therefore does not have intersections with Olive Street, Grand Avenue or Hope Street. Additional to the tunnel, there is a section of 3<sup>rd</sup> Street between Hope Street and Grand Avenue at grade which provides a turn lane in each direction. In the City's Mobility Plan 2035, it is classified as an Avenue II west of Figueroa Street, a Modified Boulevard II between Figueroa Street and Flower Street, a Modified Avenue II between Flower Street and Hope Street, and a Modified Avenue III east of Hope Street. On-street parking is provided in some areas with some restrictions.

**4<sup>th</sup> Street:** 4<sup>th</sup> Street is predominantly a one-way eastbound street running across Bunker Hill on a grade-separated viaduct between Beaudry Avenue and Olive Street. This viaduct does not intersect with Figueroa Street, Flower Street, Hope Street or Grand Avenue, although there are slip-ramps to these streets (It also intersects with lower Grand Avenue). In the immediate vicinity of the Development Site, slip-ramps connect in each direction from Figueroa Street to

Hope Street. Adjacent to the Development Site is a westbound slip ramp, with time restricted parking near Hope Street, but adjacent to the Development Site parking is not allowed.

**1<sup>st</sup> Street:** 1<sup>st</sup> Street is a two-way street providing two travel lanes and a bike lane in each direction north of the Development Site. In the City's Mobility Plan 2035, it is classified as a Boulevard II. On-street metered parking is provided with some restrictions.

**2<sup>nd</sup> Street:** 2<sup>nd</sup> Street is a two-way street providing one travel lane in each direction north of the Development Site. 2<sup>nd</sup> Street runs in a tunnel between Figueroa Street and Hill Street. In the City's Mobility Plan 2035, it is classified as an Avenue II west of Figueroa Street and a Modified Avenue III east of Figueroa Street. One-street parking is generally restricted.

**5<sup>th</sup> Street:** 5<sup>th</sup> Street is a one-way westbound street located south of the Development Site. In the vicinity of the Development Site, 5<sup>th</sup> Street provides five to six travel lanes. In the City's Mobility Plan 2035, it is classified as an Avenue I west of Flower Street and a Modified Avenue II east of Flower Street. One-street parking is generally restricted.

**6<sup>th</sup> Street:** 6<sup>th</sup> Street is a one-way eastbound street located south of the Development Site. In the vicinity of the Development Site, 6<sup>th</sup> Street provides four to five travel lanes. In the City's Mobility Plan 2035, it is classified as a Modified Avenue I west of Flower Street and a Modified Avenue III east of Flower Street. One-street parking is generally restricted.

## 2.2 Study Intersections

A total of thirteen study intersections were identified, in conjunction with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in Figure 2.1 and were identified as locations where the majority of trips associated with the Project would be focused based on the estimated trip distribution for the Project. These locations consist of the intersections through which Project trips would travel before dispersing to multiple routes and therefore were the locations where potential traffic impacts were most likely to occur. The intersections identified for analysis are as follows:

1. Figueroa Street & 2<sup>nd</sup> Street
2. Figueroa Street & 3<sup>rd</sup> Street
3. Figueroa Street & 4<sup>th</sup> Street
4. Figueroa Street & 5<sup>th</sup> Street
5. Figueroa Street & 6<sup>th</sup> Street
6. Hope Street & 1<sup>st</sup> Street
7. Flower Street & 3<sup>rd</sup> Street
8. Flower Street & 4<sup>th</sup> Street
9. Flower Street & 5<sup>th</sup> Street
10. Flower Street & 6<sup>th</sup> Street
11. Grand Avenue & 5<sup>th</sup> Street



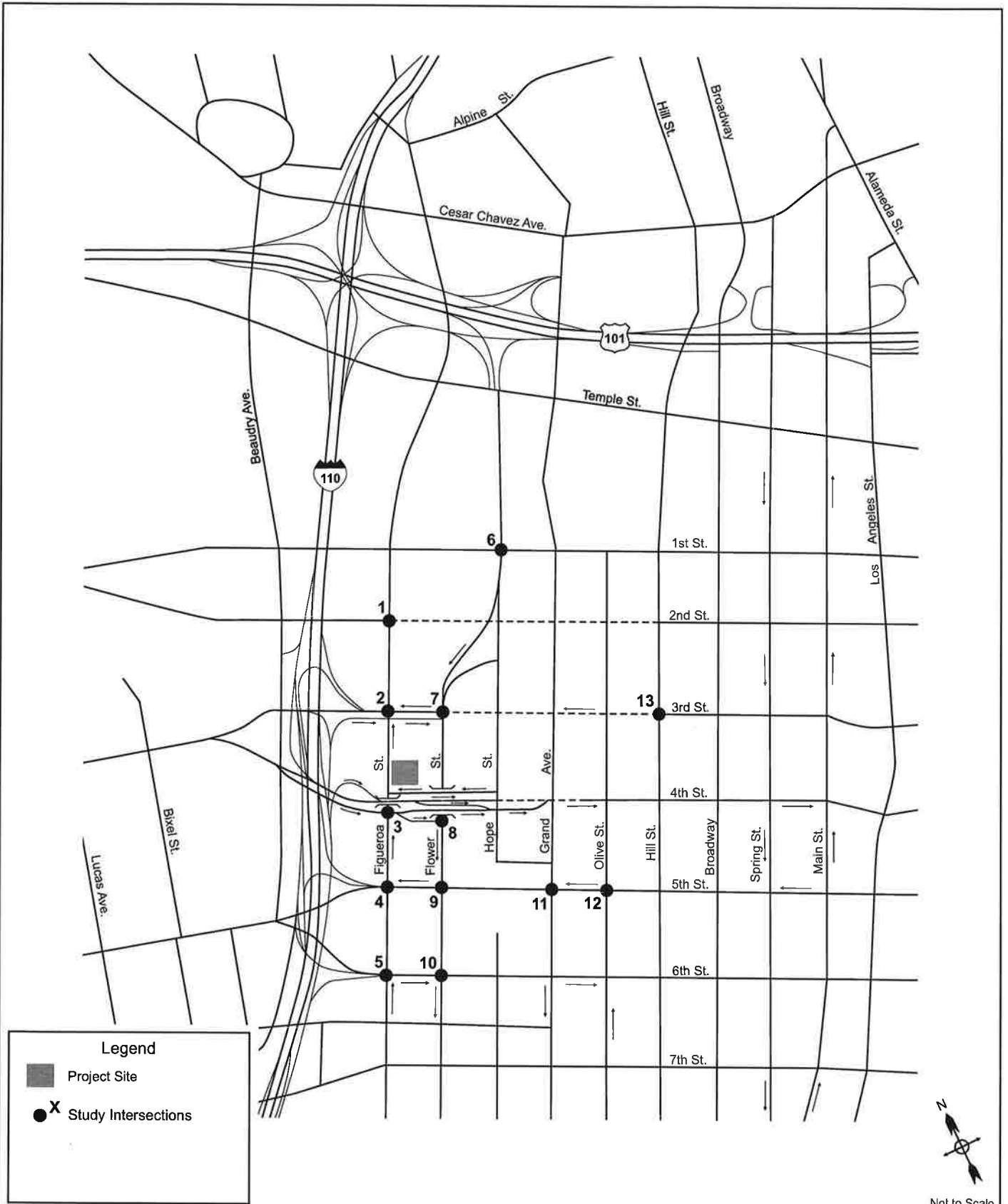


Figure 2.1  
Location of Study Intersections

**350 S. Figueroa Project**

12. Olive Street & 5<sup>th</sup> Street
13. Hill Street & 3<sup>rd</sup> Street

All of these intersections are signalized. The existing lane configurations for these thirteen analyzed intersections are shown in Figure 2.2.

All study intersections are signalized and currently operate under the City's ATSAC system (Automated Traffic Surveillance and Control) which is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. All of these signalized intersections also operate under the City's second generation ATCS (Adaptive Traffic Control System) which utilizes enhanced surveillance and control technologies to adapt traffic signal timings to respond to actual traffic conditions on the ground to further improve the effectiveness of the ATSAC system. LADOT estimates that the effect of the ATSAC system is to improve intersection capacity by an average of 7%, and that the effect of the ATCS system is an additional increase in capacity of 3%. As all intersections in the study area operate under both ATSAC and ATCS, in accordance with LADOT procedures a capacity increase of 10% was applied to all intersections in the analysis and is reflected in the level of service calculations.

## 2.3 Existing Intersection Conditions

### Existing Traffic Volumes

Recent traffic counts in 2018 were used for the analyzed intersections. As required by LADOT, counts were collected during the hours of 7:00 – 10:00 AM for the morning peak period and 3:00 – 6:00 PM for the PM peak period in May 2018 when schools were in session and outside of holiday periods. Due to the construction of the Regional Connector and the Park Fifth Project, Project traffic counts were affected by lane closures, so were not representative at three intersections: Flower Street & 5<sup>th</sup> Street, Grand Ave & 5<sup>th</sup> Street and Olive Street & 5<sup>th</sup> Street. For these locations, traffic counts from 2016 were used and factored to 2018 using a 1% per year growth factor. The existing peak hour traffic volumes are illustrated in Figures 2.3 and 2.4 for the AM and PM peak hours respectively.

### Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of volume/capacity (V/C) ratios. Table 2.1 defines the ranges of V/C ratios and their corresponding levels of service for signalized intersections. Intersection analysis was conducted using the "Critical Movement Analysis (Planning Method)" as described in "Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980", and as required by LADOT's Traffic Study Policy and Procedures, to obtain volume/capacity (V/C) ratios for each intersection.

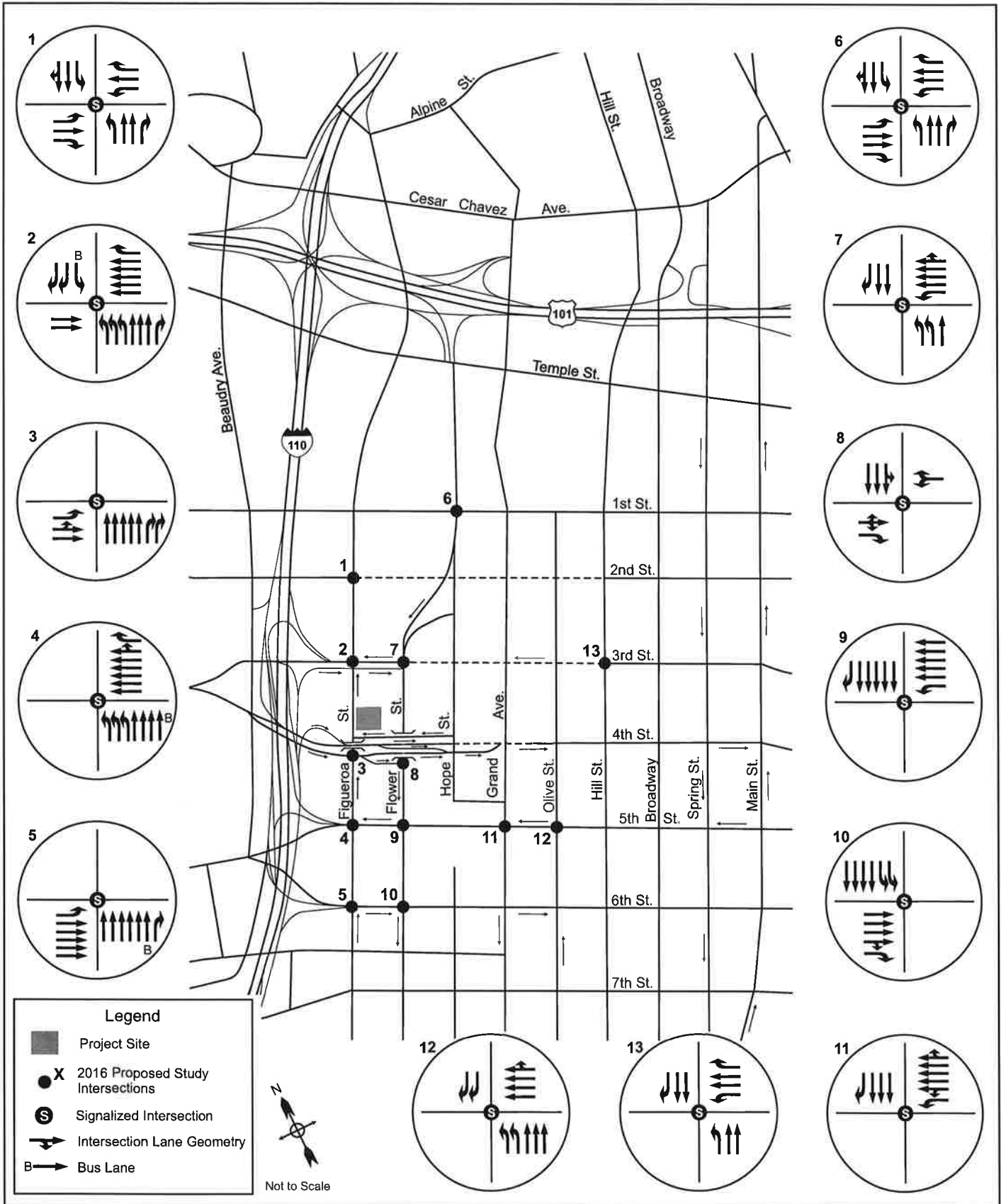


Figure 2.2  
Configuration of Analyzed Intersections

**350 S. Figueroa Project**

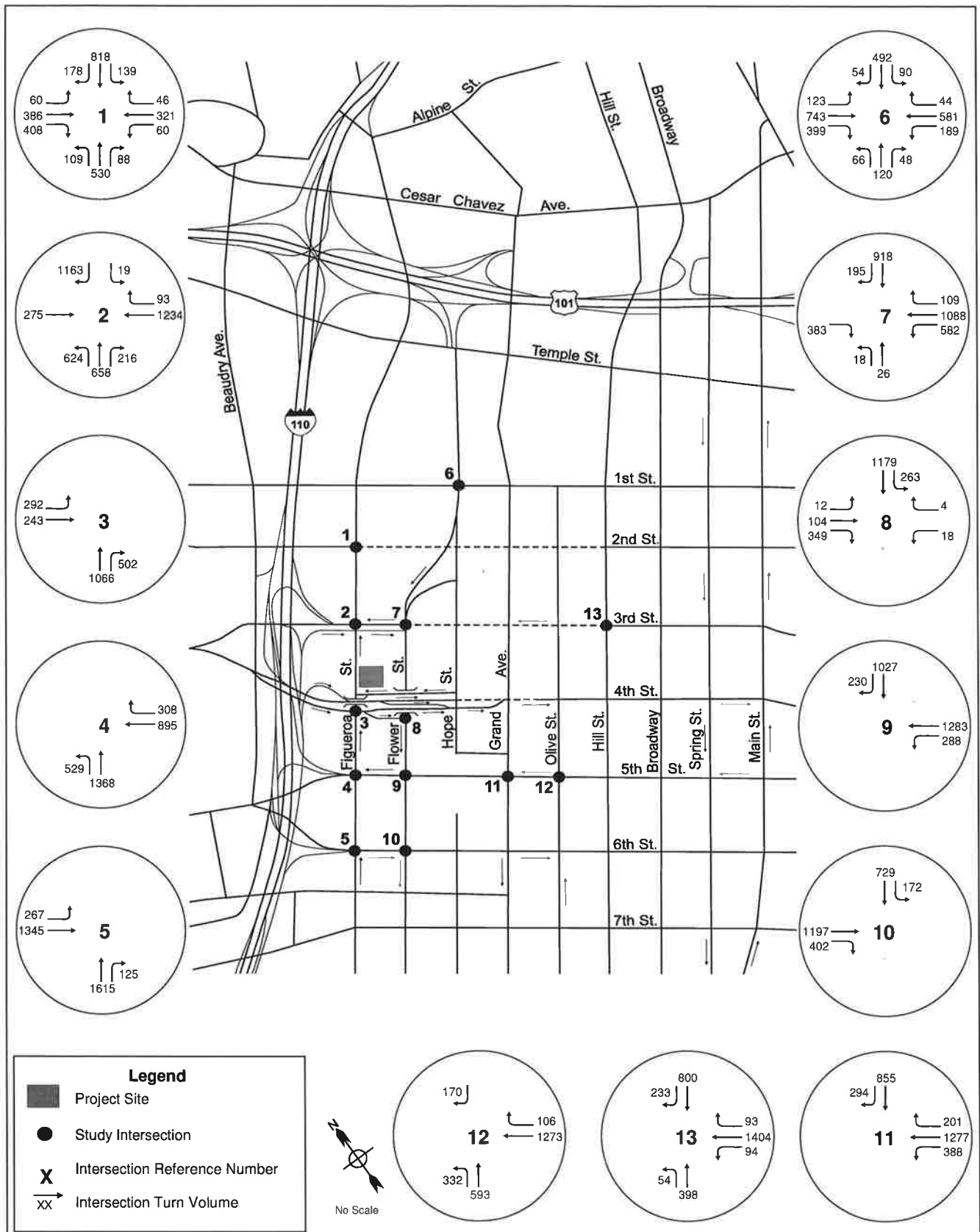


Figure 2.3  
Existing Traffic Volumes - AM Peak Hour

**350 S. Figueroa Project**

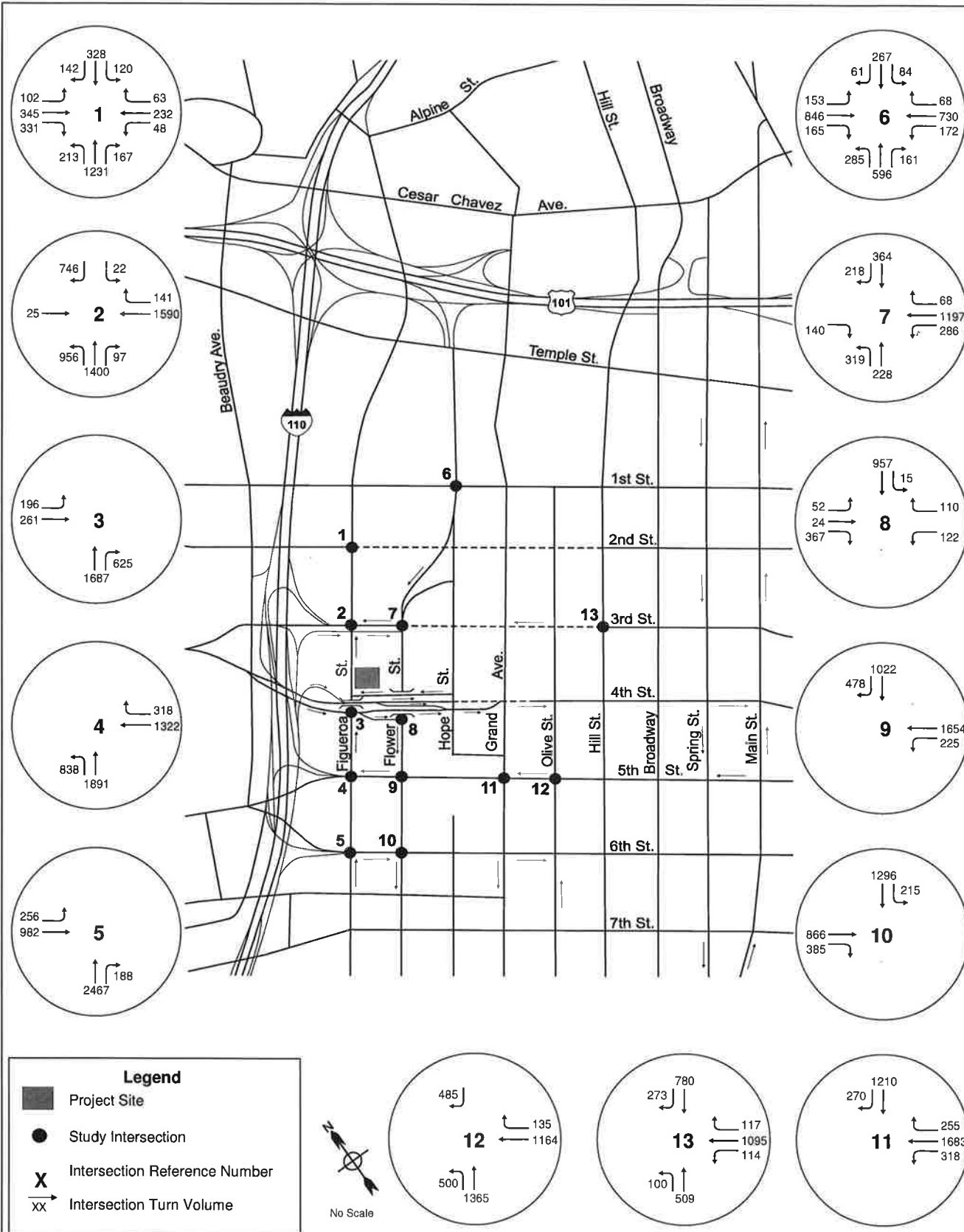


Figure 2.4  
Existing Traffic Volumes - PM Peak Hour

**350 S. Figueroa Project**

**Table 2.1 Level of Service Definitions for Signalized Intersections**

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 – 0.700
C	Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 – 0.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There is no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 – 0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901 – 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersections approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	Over 1.000

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, MCHRP Circular 212, 1982.

### Existing Peak Hour Levels of Service

Table 2.2 summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at the analyzed intersections.

#### *AM Peak Hour*

All of the studied intersections currently operate at LOS C or better during the AM peak hour.

#### *PM Peak Hour*

All of the studied intersections currently operate at LOS B or better during the PM peak hour.

## **2.4 Existing Transit Service**

The Development Site is well served by transit. It is located in downtown Los Angeles, which is the hub of the regional transit system in the Los Angeles area. The Project Area (within approximately one quarter mile of the Project) is currently served by a total of seven local and inter-city transit operators. Metro operates the Silver Line, three Rapid bus lines, four Express lines and eighteen local lines in the Project Area. Additional transit lines include eight LADOT Commuter Express lines, three Montebello bus lines, three LADOT DASH bus lines, two Orange County Transportation Authority bus lines, eight Foothill Transit bus lines, one Big Blue Bus line and one Torrance bus line operating in the Project Area. Figure 2.5 shows transit service provided in the Project Area. Table 2.3 lists the individual bus lines serving the Project Area, and indicates the frequency of service (headways) during the AM and PM peak periods. The 7<sup>th</sup> Street Metro Center rail station at 7<sup>th</sup> Street and Figueroa Street is 4 blocks (approximately 2,100 feet) south of the Development Site, and is served by the Metro Red, Purple, Blue and Expo rail lines.

### Summary of Transit Service on Major Streets in the Project Vicinity

#### *Figueroa Street*

Located immediately west of the Development Site, Figueroa Street carries three Metro Local bus lines (55, 60, 355), eight Commuter Express lines (CE 409, CE422, CE 423, CE 431, CE 437, CE 438, CE 448, CE 534), two LADOT DASH (LDA, LDF), two Orange County Authority lines (OC 701, OC 721), seven Foothill Transit lines (FT 493, FT 495, FT 496, FT 497, FT 498, FT 499, FT 699) and one Santa Monica Transit line (BBB 10).

**Table 2.2 Existing Conditions - Intersection Level of Service**

No.	Intersection	Existing Conditions			
		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Figueroa Street & 2nd Street	0.639	B	0.692	B
2	Figueroa Street & 3rd Street	0.704	C	0.673	B
3	Figueroa Street & 4th Street	0.203	A	0.231	A
4	Figueroa Street & 5th Street	0.319	A	0.476	A
5	Figueroa Street & 6th Street	0.295	A	0.399	A
6	Hope Street & 1st Street	0.555	A	0.659	B
7	Flower Street & 3rd Street	0.649	B	0.435	A
8	Flower Street & 4th Street	0.498	A	0.548	A
9	Flower Street & 5th Street	0.245	A	0.439	A
10	Flower Street & 6th Street	0.235	A	0.283	A
11	Grand Avenue & 5th Street	0.318	A	0.427	A
12	Olive Street & 5th Street	0.363	A	0.661	B
13	Hill Street & 3rd Street	0.671	B	0.592	A



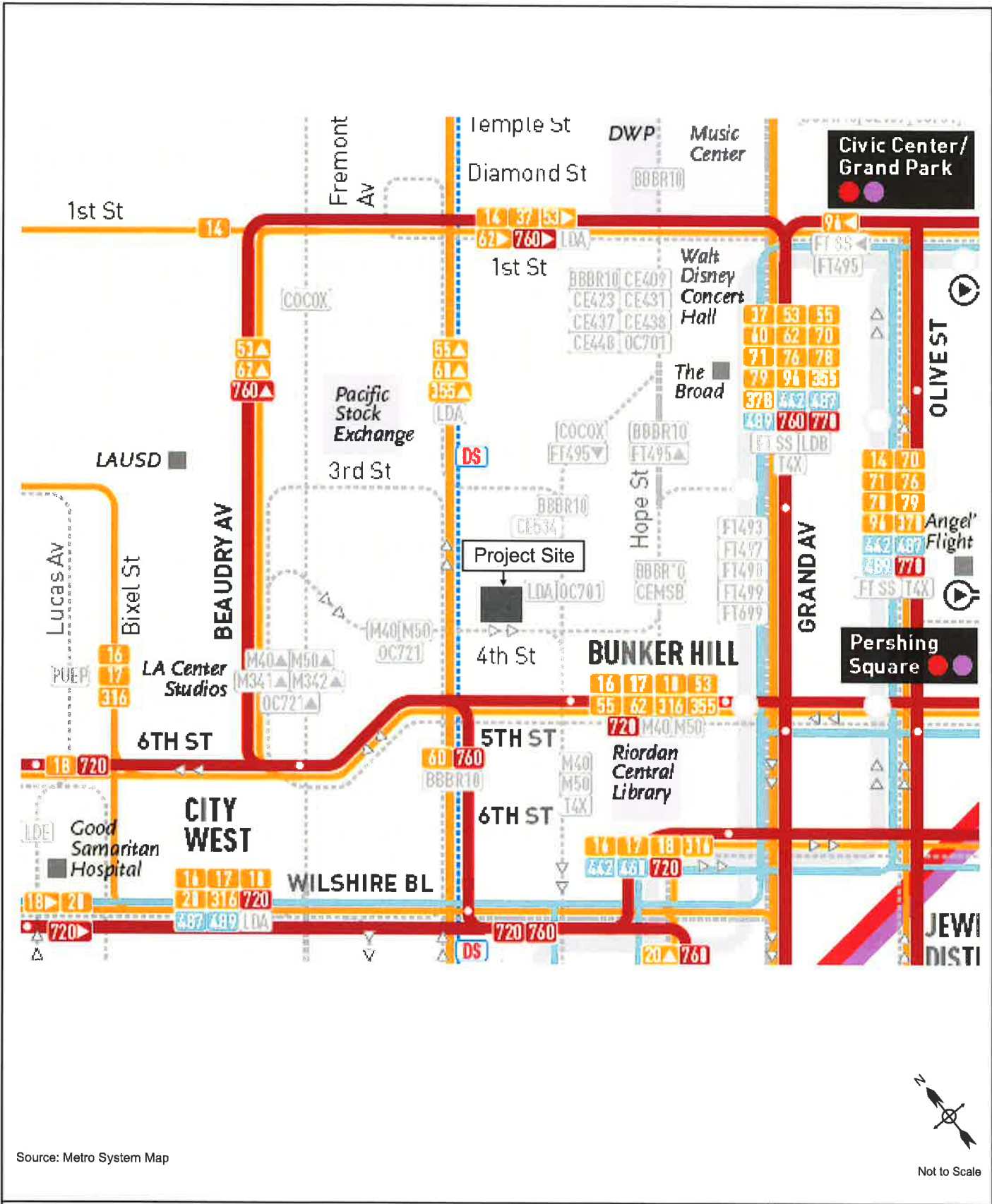


Figure 2.5  
Existing Transit Service

**350 S. Figueroa Project**

**Table 2.3 Existing Public Transit Services**

Provider, Routes and Service Area	Street	Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
<b>Metro Busway</b>							
Silver Line 910	Olive / Grand	Busway	5:20 AM - 4:30 AM (NB) 3:55 AM - 2:55 AM (SB)	4	5	5	5
Silver Express 950x	Olive / Grand	Busway	5:20 AM - 4:30 AM (NB) 3:55 AM - 2:55 AM (SB)	4	5	5	5
<b>Metro Bus Service</b>							
720 - Santa Monica - Commerce	5th / 6th	Rapid	6:10 AM - 2:35 AM (EB) 3:50 AM - 12:15 AM (WB)	10	4	3	12
760 - Lynwood - Downtown Los Angeles	Beaudry	Rapid	5:40 AM - 9:00 PM (NB) 5:00 AM - 8:05 PM (SB)	10	15	15	15
770 - Los Angeles - El Monte	Olive / Grand	Rapid	5:15 AM - 8:15 PM (EB) 5:40 AM - 8:45 PM (WB)	15	12	10	12
442 - Downtown Los Angeles - Hawthorne	Olive / Grand	Express	6:45 AM - 8:45 AM (NB) 3:45 PM - 6:05 PM (SB)	60	N/A	N/A	60
460 - Downtown Los Angeles - Anaheim	5th / 6th	Express	5:40 AM - 2:00 AM (NB) 3:55 AM - 10:20 PM (SB)	20	30	20	30
487/489 - Los Angeles - El Monte	Olive / Grand	Express	5:25 AM - 9:15 AM (EB) 6:35 AM - 8:50 PM (WB)	60	10	10	30
14 - Beverly Hills - Downtown Los Angeles	Olive / Grand	Local	5:35 AM - 1:00 AM (EB) 5:05 AM - 12:20 AM (WB)	8	8	7	8
16/17/316 - Century City - Downtown Los Angeles	5th / 6th	Local	4:55 AM - 1:30 AM (EB) 4:15 AM - 12:30 AM (WB)	4	5	5	5
18 - Wilshire Center - Montebello	5th / 6th	Local	4:45 AM - 12:00 AM (EB) 4:15 AM - 12:15 AM (WB)	9	12	9	6
37 - Los Angeles - Downtown Los Angeles	Olive / Grand	Local	5:05 AM - 12:20 AM (EB) 5:35 AM - 12:00 AM (WB)	8	10	8	7
53 - Carson - Downtown Los Angeles	5th / 6th	Local	4:50 AM - 9:30 AM (NB) 4:40 AM - 9:35 PM (SB)	8	15	12	10

**Table 2.3 Existing Public Transit Services**

Provider, Routes and Service Area	Street	Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
55/355 - Willowbrook - Downtown Los Angeles	Figueroa	Local	5:50 AM - 8:15 PM (NB) 5:30 AM - 8:25 PM (SB)	8	20	15	12
60 - Compton - Downtown Los Angeles	Figueroa	Local	5:35 AM - 11:45 PM (NB) 3:55 AM - 8:55 PM (SB)	6	15	5	7
62 - Hawaiian Gardens - Downtown Los Angeles	5th - 6th	Local	5:35 AM - 8:30 PM (NB) 4:40 AM - 9:00 PM (SB)	20	30	20	30
70 - Los Angeles - El Monte	Olive / Grand	Local	5:05 AM - 4:20 AM (EB) 4:55 AM - 4:00 AM (WB)	15	10	15	15
71 - Los Angeles - Cal State LA Station	Olive / Grand	Local	6:00 AM - 7:30 PM (EB) 6:10 AM - 8:50 PM (WB)	20	20	30	30
76 - Downtown Los Angeles - El Monte	Olive / Grand	Local	5:10 AM - 4:10 AM (EB) 4:45 AM - 4:05 AM (WB)	15	12	15	15
78/79/378 - Downtown Los Angeles - Arcadia	Olive / Grand	Local	5:15 AM - 1:25 AM (EB) 4:50 AM - 1:00 AM (WB)	10	8	7	10
96 - Downtown Los Angeles - Burbank	Olive / Grand	Local	4:40 AM - 8:20 PM (NB) 5:45 AM - 9:20 PM (SB)	30	30	30	30
<b>Commuter Express</b>							
CE 409 - Downtown Los Angeles - Foothill & Glonoaks	Figueroa / Flower	Express	6:40 AM - 8:40 AM (SB) 4:05 PM - 5:55 PM (NB)	N/A	20	15	N/A
CE 422 - Downtown Los Angeles - San Fernando Valley/ Agoura Hills/Tousand Oaks	Figueroa / Flower	Express	5:05 AM - 8:15 AM (NB) 4:00 PM - 8:05 PM (SB)	60	N/A	N/A	20
CE 423 - Downtown Los Angeles - Hollywood/San Fernando Valley	Figueroa / Flower	Express	6:10 AM - 8:40 AM (NB) 4:00 PM - 7:00 PM (SB)	30	N/A	N/A	15
CE 431 - Downtown Los Angeles - Westwood	Figueroa / Flower	Express	7:10 AM - 8:45 AM (EB) 4:35 PM - 6:05 PM (WB)	30	N/A	N/A	30
CE 437 - Downtown Los Angeles - Culver City	Figueroa / Flower	Express	6:45 AM - 8:50 AM (EB) 3:35 PM - 6:15 PM (WB)	30	N/A	N/A	30

**Table 2.3 Existing Public Transit Services**

Provider, Routes and Service Area	Street	Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
CE 438 - Downtown Los Angeles - Redondo Beach	Figueroa / Flower	Express	6:40 AM - 8:50 AM (NB) 3:50 PM - 6:20 PM (SB)	10	N/A	N/A	10
CE 448 - Downtown Los Angeles - Rancho Palos Verdes	Figueroa / Flower	Express	6:30 AM - 8:30 AM (NB) 4:00 PM - 5:50 PM (SB)	30	N/A	N/A	20
CE 534 - Downtown Los Angeles - West Los Angeles	Figueroa / Flower	Express	7:00 AM - 8:20 AM (NB) 5:00 PM - 6:30 PM (EB)	N/A	60	30	N/A
<b>Montebello Bus</b>							
40 - Montebello & City of Whittier - Downtown Los Angeles	3rd / 4th	Local	7:10 AM - 7:00 PM (EB) 5:05 AM - 9:45 PM (WB)	12	12	12	12
50 - Montebello - Downtown Los Angeles	Flower	Local	7:00 AM - 6:50 PM (EB) 4:50 AM - 9:10 PM (WB)	30	30	30	60
90 - Montebello & City of Whittier - Downtown Los Angeles	4th / 5th	Express	6:50 AM - 8:35 AM, 3:50 PM - 6:25 PM (EB) 6:45 AM - 8:30 AM, 3:45 PM - 6:20 PM (WB)	30	30	30	30
<b>DASH</b>							
DASH A - Little Tokyo, City West	Figueroa / Flower	DASH	6:00 AM - 6:30 PM	7	7	7	7
DASH B - China Town, Financial District	Grand	DASH	5:50 AM - 6:30 PM	8	8	8	8
DASH F - Financial District, Exposition Park, USC	Figueroa / Flower	DASH	6:30 AM - 6:30 PM	10	10	10	10
<b>Orange County Transportation Authority</b>							
OC 701 - Huntington Beach - Los Angeles	Figueroa / Flower	Express	6:35 - 7:45 AM (NB) 4:30 - 5:20 PM (SB)	N/A	N/A	N/A	60

**Table 2.3 Existing Public Transit Services**

Provider, Routes and Service Area	Street	Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
OC 721 - Fullerton - Los Angeles	Figueroa / Flower	Express	6:00 - 9:20 AM, 5:45 PM (NB) 6:10 - 7:10 AM, 3:10 PM - 6:10 PM (SB)	60	N/A	60	60
<b>Foothill Transit</b>							
FT 493 - Downtown Los Angeles - Diamond Bar/Rowland Heights	Figueroa / Flower	Express	5:30 AM - 9:20 AM (WB) 2:30 PM - 6:45 PM (EB)	N/A	15	12	N/A
FT 495 - Downtown Los Angeles - Industry Park & Ride	Figueroa / Flower	Express	5:30 AM - 9:25 AM (WB) 2:45 PM - 6:50 PM (EB)	N/A	20	20	N/A
FT 496 - Downtown Los Angeles - Azusa/West Covina	Figueroa / Flower	Express	5:50 AM - 8:55 AM (WB) 3:20 PM - 6:25 PM (EB)	N/A	30	30	N/A
FT 497 - Downtown Los Angeles - Chino Park & Ride/Industry Park & Ride	Figueroa / Flower	Express	6:00 AM - 9:15 AM (WB) 2:55 PM - 6:55 PM (EB)	N/A	20	15	N/A
FT 498 - Downtown Los Angeles - Azusa/West Covina	Figueroa / Flower	Express	5:10 AM - 9:25 AM (WB) 2:20 PM - 7:00 PM (EB)	N/A	7	7	N/A
FT 499 - Downtown Los Angeles - San Dimas Park & Ride	Figueroa / Flower	Express	5:55 AM - 9:00 AM (WB) 3:00 PM - 7:00 PM (EB)	N/A	20	15	N/A
FT 699 - Downtown Los Angeles- Montclair/Fairplex Park & Ride	Figueroa / Flower	Express	5:00 AM - 9:40 AM (WB) 2:15 PM - 6:50 PM (EB)	N/A	12	8	N/A
FT Silver Streak - Montclair to Los Angeles	Olive / Grand	Express	24 Hour	15	9	9	20
<b>Big Blue Bus</b>							
R10 - Downtown Santa Monica to Downtown Los Angeles	Figueroa / Flower	Rapid	5:30 AM - 7:15 PM (EB) 6:30 AM - 9:30 PM (WB)	30	30	20	20
<b>Torrance Bus</b>							
T4X - Torrance - Downtown Los Angeles	Olive / Grand	Express	6:00 AM - 9:05 AM, 3:10 PM - 5:40 PM (NB) 7:20 AM - 10:00 AM, 4:05 PM - 7:05 PM (SB)	30	30	30	30

**Table 2.3 Existing Public Transit Services**

Provider, Routes and Service Area	Street	Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
<b>Metro Rail</b>							
Red Line - Downtown Los Angeles - North Hollywood	7th - Hill	Rail	4:50 AM - 1:30 AM (EB) 4:15 AM - 12:30 AM (EB)	5	5	5	5
Purple Line - Downtown Los Angeles - Koreatown	7th - Hill	Rail	4:50 AM - 1:30 AM (EB) 4:15 AM - 12:30 AM (EB)	5	5	5	5
Blue Line - Long Beach - Downtown Los Angeles	Flower - 7th	Rail	4:45 AM - 1:20 AM (NB) 4:45 AM - 1:30 AM (SB)	6	6	6	6
Expo Line - Santa Monica - Downtown Los Angeles	Flower - 7th	Rail	4:05 AM - 1:45 AM (EB) 4:50 AM - 1:40 AM (WB)	6	6	6	6

### *Flower Street*

Located east of the Development Site, Flower Street carries eight Commuter Express lines (CE 409, CE422, CE 423, CE 431, CE 437, CE 438, CE 448, CE 534), two LADOT DASH (LDA, LDF), two Orange County Authority lines (OC 701, OC 721), seven Foothill Transit lines (FT 493, FT 495, FT 496, FT 497, FT 498, FT 499, FT 699) and one Santa Monica Transit Bus (BBB 10).

### *Hope Street*

Located east of the Development Site, Hope Street carries seven Commuter Express lines (CE 409, CE 423, CE 431, CE 437, CE 438, CE 448, CE 534), one Santa Monica Transit Bus (BBB 10).

### *Olive Street / Grand Avenue*

Located east of the Development Site, Olive Street and Grand Avenue operate as a one-way couplet south of 5<sup>th</sup> Street, and carry two Metro Rapid bus lines (760, 770), three Metro Express bus lines (442, 487, 489), fourteen Metro Local bus lines (14, 37, 53, 55, 60, 62, 70, 71, 76, 78, 79, 96, 355, 378), one LADOT DASH (LDB), one Foothill Transit line (FT Silver Streak) and one Torrance Bus (T4X).

### *3<sup>rd</sup> Street / 4<sup>th</sup> Street*

Located north and south of the Development Site, 3<sup>rd</sup> Street and 4<sup>th</sup> Street operate as a one-way couplet and carry three Montebello bus lines (M40, M50, M90), and two Orange County Authority lines (OC 701, OC 721).

### *5<sup>th</sup> Street / 6<sup>th</sup> Street*

Located south of the Development Site, 5<sup>th</sup> Street and 6<sup>th</sup> Street operate as a one-way couplet and carry one Metro Rapid bus line (720), one Metro Express bus line (460), eight Metro Local Bus lines (16, 17, 18, 53, 55, 62, 316, 355) and three Montebello bus lines (M40, M50, M90).

### Bus Stops within two Blocks of the Project

Within two blocks of the Development Site, there are 32 bus stops, which are located at the following locations and shown in Figure 2.6:

- Beaudry Street – south of 4<sup>th</sup> Street
- Beaudry Street – between 4<sup>th</sup> Street and 5<sup>th</sup> Street
- Figueroa Street – north of 2<sup>nd</sup> Street
- Figueroa Street – south of 2<sup>nd</sup> Street

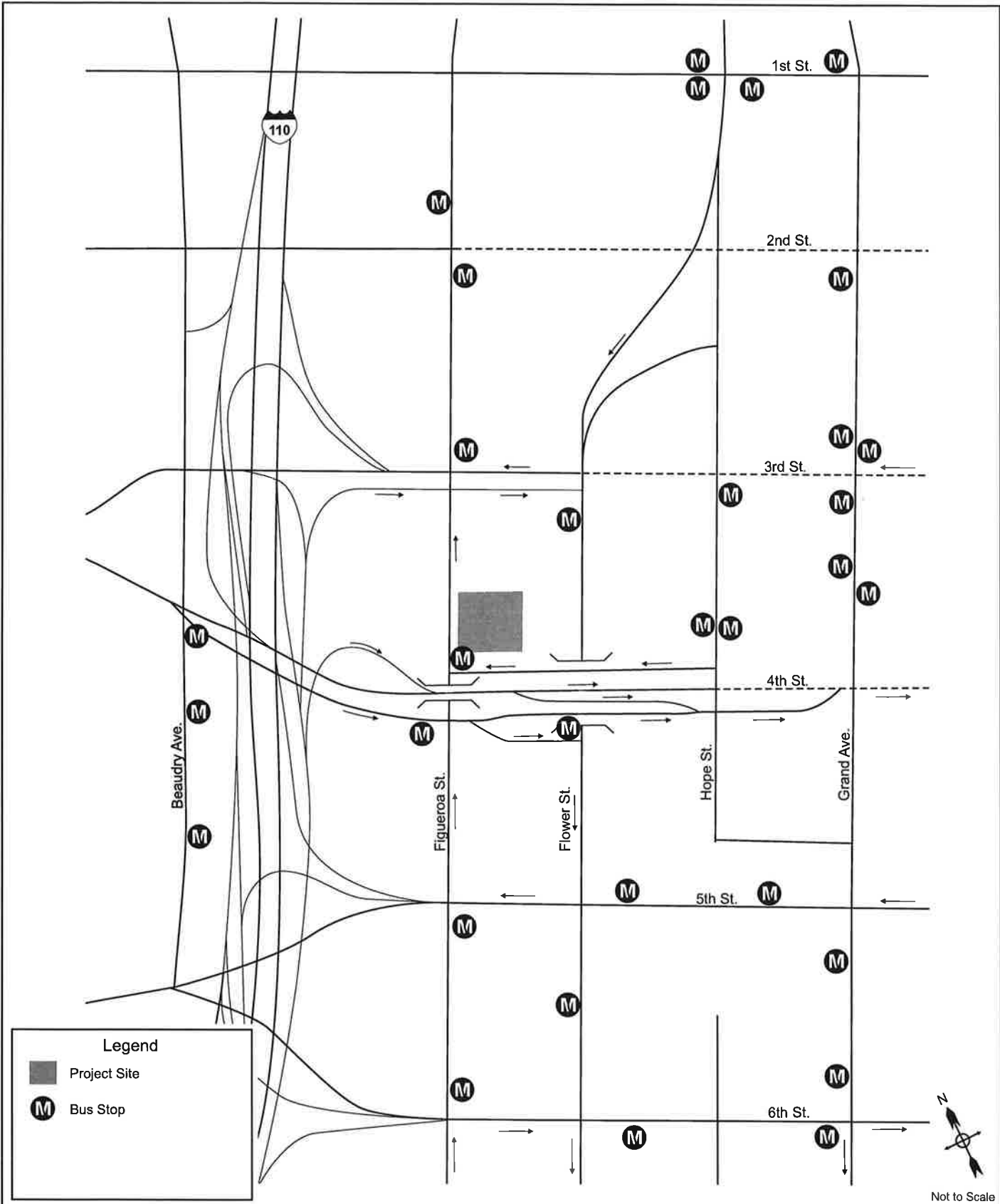


Figure 2.6  
Bus Stops Near the Project

**350 S. Figueroa Project**



- Figueroa Street – north of 3<sup>rd</sup> Street
- Figueroa Street – north of 3<sup>rd</sup> Street
- Figueroa Street – south of 5<sup>th</sup> Street
- Figueroa Street – north of 6<sup>th</sup> Street
- Hope Street – south of 3<sup>rd</sup> Street
- Hope Street – north of 4<sup>th</sup> Street
- Grand Avenue – south of 2<sup>nd</sup> Street
- Grand Avenue – north of 3<sup>rd</sup> Street
- Grand Avenue – south of 3<sup>rd</sup> Street
- Grand Avenue – between 3<sup>rd</sup> Street and 4<sup>th</sup> Street
- Grand Avenue – south of 5<sup>th</sup> Street
- Grand Avenue – north of 6<sup>th</sup> Street
- Grand Avenue – south of 6<sup>th</sup> Street
- Flower Street – south of 3<sup>rd</sup> Street
- Flower Street – south of 4<sup>th</sup> Street
- Flower Street – between 5<sup>th</sup> Street and 6<sup>th</sup> Street
- 1<sup>st</sup> Street – west of Hope Street
- 1<sup>st</sup> Street – east of Hope Street
- 1<sup>st</sup> Street – west of Grand Avenue
- 4<sup>th</sup> Street – west of Figueroa Street
- 5<sup>th</sup> Street – east of Flower Street
- 5<sup>th</sup> Street – west of Grand Avenue
- 6<sup>th</sup> Street – between Figueroa Street and Hope Street
- 6<sup>th</sup> Street – west of Grand Avenue

## 2.5 Bicycle Facilities

### Bicycle Facilities

The Mobility Plan 2035 designates a network of bicycle lanes (Tier 1, Tier 2 and Tier 3) and bicycle paths in the area of project.

Tier 1 Bicycle Lanes are bicycle facilities on arterial roadways with physical separation.

Tier 2 and Tier 3 Bicycle Lanes are bicycle facilities on arterial roadways with striped separation.

Bicycle Paths are facilities outside of the roadway.

Bicycle Routes are identified routes for bikes and are streets signed to alert drivers to bicyclists sharing the roadway spaces – often with the use of “sharrow” symbols painted on the street.

Existing bicycle facilities in the project area comprise a Bicycle Lane or Bicycle Route on the following streets, as shown in Figure 2.7:

- Figueroa Street, between 7<sup>th</sup> Street and Cesar Chavez Avenue/Sunset Blvd – bicycle lane
- Figueroa Street, south of 7<sup>th</sup> Street – protected bicycle lane (MyFig Project)
- Olive Street, between 7<sup>th</sup> Street and 4<sup>th</sup> Street – bicycle route
- Broadway, south of 1<sup>st</sup> Street – bicycle route
- Spring Street, bicycle lane
- Main Street, bicycle lane
- 1<sup>st</sup> Street, bicycle lane
- 2<sup>nd</sup> Street, west of Broadway – bicycle lane, east of Broadway – bicycle route
- 7<sup>th</sup> Street, bicycle lane

The Mobility Plan 2035 identifies designated bicycle facilities planned for implementation over the longer term. For the area of the Project, these are discussed in Chapter 5 under Future Conditions.

#### Metro Bike Share Facilities

There are 22 existing Metro Bike Share stations in the in the area of the project, with a total of 509 bike-share docks, at the following approximate locations, as shown in Figure 2.7:

- 7th Street and Flower Street
- 7th Street and Grand Avenue
- 7th Street and Broadway
- 7th Street and Spring Street
- 7th Street and Main Street
- 6th Street and Hope Street
- 6th Street and Main Street
- 5th Street and Grand Avenue
- 5th Street and Olive Street
- 5th Street and Main Street
- 4th Street and Main Street
- 3rd Street and Grand Avenue
- 3rd Street and Main Street
- 3rd Street and Broadway
- 2nd Street and Hill Street
- 2nd Street and Figueroa Street
- 1st Street and Hope Street
- 1st Street and Main Street
- Temple Street and Grand Avenue
- Temple Street and Los Angeles Street

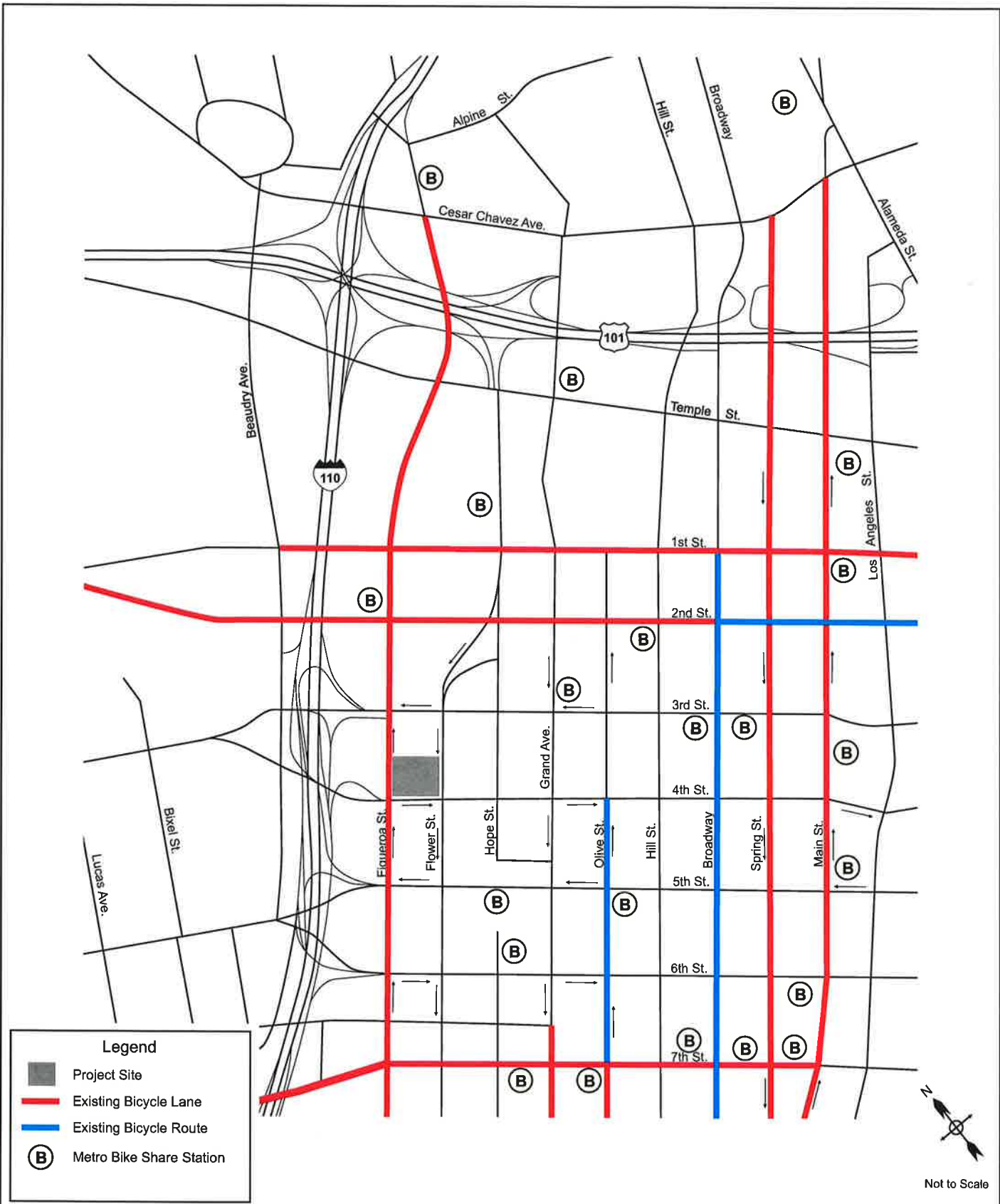


Figure 2.7  
Existing Bicycle Facilities

**350 S. Figueroa Project**

- Cesar Chavez Avenue/Sunset Blvd. and Figueroa Street
- Ord Street and New High Street

## 2.6 Pedestrian Facilities

The Development Site is located in an area with well-developed pedestrian facilities, including sidewalks on most streets and crosswalks at most intersections. Adjacent to the Development Site, there is currently a twelve-foot sidewalk on Figueroa Street, and a ten-foot sidewalk on 4<sup>th</sup> Street.

The Bunker Hill skywalk network passes through the World Trade Center building with pedestrian easements. At the Development Site, a pedestrian bridge over Figueroa Street connects to the LA Grand Hotel, and a pedestrian bridge over 4<sup>th</sup> Street connects to the Bonaventure Hotel. Pedestrian easements through the World Trade Center connect to a third pedestrian bridge across Flower Street that connects to the Bank of America Center, and a fourth pedestrian bridge over 3<sup>rd</sup> Street that connects to Bunker Hill Towers.

According to Walkscore.com<sup>1</sup>, the area of the Project has a walkability score of 98 (out of 100) – which is described as a “walkers paradise” where ‘daily errands do not require a car’. (Walkscore also allocates a transit score of 100 - ‘riders paradise, world class public transportation’, and a bike score of 63 – ‘bikeable, some hills, excellent bike lanes’) to the area of the Project.

### *Vision Zero*

The City of Los Angeles Department of Transportation is implementing a program called Vision Zero Los Angeles<sup>2</sup>, which represents a citywide effort to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero has two goals: a 20% reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT identified a network of streets, called the High Injury Network (HIN), which has a higher incidence of severe and fatal collisions, and where LADOT has determined that pedestrian enhancement improvements will be most effective in meeting these goals. The HIN is comprised of 386 corridors that represent 6% of Los Angeles’ street miles, and 65% of all deaths and severe injuries involving people walking and biking occur on these 6% of streets.

Figure 2.8 shows the High Injury Network in the Project area. The Project is located on Figueroa Street, which is on the High Injury Network (HIN). Other streets in the vicinity of the Project Site that are located on the High Injury Network are as follows:

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<sup>1</sup> Walk Score is a large-scale, public access walkability index that assigns a numerical walkability score to any address in the United States, Canada, and Australia. Walk Score is based on analysis of walking routes to nearby amenities, as well as measuring pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density.

<sup>2</sup> Vision Zero Los Angeles 2015-2025 – Action Plan, January 2017.

- 5th Street – east of Figueroa Street
- 6th Street – west of SR-110
- 6th Street – east of Figueroa Street

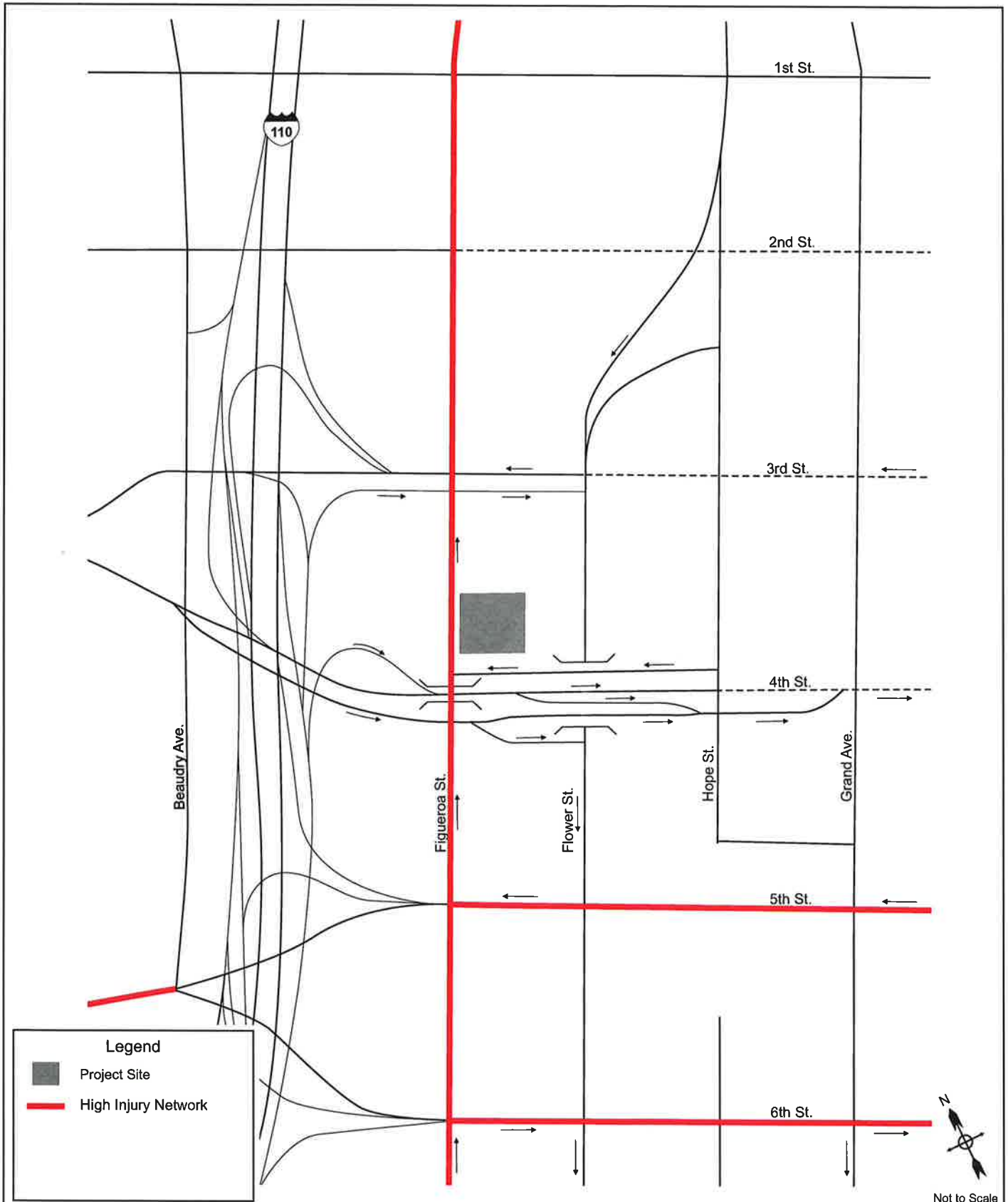


Figure 2.8  
High Injury Network

**350 S. Figueroa Project**

### 3. Project Description and Transportation Characteristics

This section of the report provides a description of, and identifies transportation characteristics of, the proposed project including trip generation and trip distribution characteristics.

#### 3.1 Project Description

The Development Site is located at the north-east corner of the Figueroa Street & 4<sup>th</sup> Street intersection in downtown Los Angeles. The block is currently developed as the World Trade Center Los Angeles with office and commercial uses. The Proposed Project would redevelop the south west corner of the block. The Project location is shown in Figure 1.1 earlier in this report.

The Proposed Project would involve removal of approximately 29,500 sq. ft. of office space from the Development Site. The Proposed Project will add approximately 570 residential units. The existing ingress/egress driveways and circulation on the overall World Trade Center site will be retained. Access to the Proposed Project (ingress & egress) will be on Figueroa Street and Flower Street. A ground floor plan is shown in Figure 1.2 earlier in this report. .

#### 3.2 Project Trip Generation

The trip generation estimates for the Project are shown in Table 3.1. These are based on trip rates found in *ITE Trip Generation 10<sup>th</sup> Edition* (Institute of Transportation Engineers, 2017), and adjustment factors considered appropriate to the type and location of the proposed Project which were developed in conjunction with, and with the approval of, LADOT. Table 3.1 summarizes the trip generation estimates for the daily, AM peak & PM peak hour periods respectively.

##### Background

The Project is located in an area where transit, walk and bike trips will occur due to the following factors. The Project is located in the densely developed downtown core area of Los Angeles, with many employment, retail and entertainment land uses in close proximity and within easy walking distance.

The project is located within one-quarter mile of numerous transit lines, including Metro Silver Line, three Metro Rapid Bus Lines; four Metro Express Bus Lines; three Rapid bus lines, four

**Table 3.1 350 S Figueroa Project - Trip Generation Estimates**

**Daily Trips**

Land Use Assumptions	Notes	Source <sup>1</sup> & Code	Quantity	Units	Daily		
					Trip Rate		Total Trips
<b>Existing Uses</b>							
Office	2,4	ITE 710	29,500	SF	9.74		-287
(Reduction for internal trips) -	0%						0
(Reduction for walk/bike trips) -	10%						29
(Reduction for transit trips) -	15%						43
Net Office							-215
Total Existing							-215
<b>Proposed Uses</b>							
Residential	3	ITE 222	570	DUs	2.07		1,180
(Reduction for internal trips) -	0%						0
(Reduction for walk/bike trips) -	0%						0
(Reduction for transit trips) -	0%						0
Net Residential							1,180
Total Proposed							1,180
Total Net.							965

**AM Peak**

Land Use Assumptions	Notes	Source <sup>1</sup> & Code	Quantity	Units	AM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
<b>Existing Uses</b>										
Office	4	ITE 710	29,500	SF	0.43	0.07	0.50	-13	-2	-15
(Reduction for internal trips) -	0%							0	0	0
(Reduction for walk/bike trips) -	0%							0	0	0
(Reduction for transit trips) -	0%							0	0	0
Net Office								-13	-2	-15
Total Existing								-13	-2	-15
<b>Proposed Uses</b>										
Residential	3	ITE 222	570	DUs	0.03	0.18	0.21	17	103	120
(Reduction for internal trips) -	0%							0	0	0
(Reduction for walk/bike trips) -	0%							0	0	0
(Reduction for transit trips) -	0%							0	0	0
Net Residential								17	103	120
Total Proposed								17	103	120
Total Net								4	101	105



**Table 3.1 350 S Figueroa Project - Trip Generation Estimates**

**PM Peak**

Land Use Assumptions	Notes	Source <sup>1</sup> & Code	Quantity	Units	PM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
<b>Existing Uses</b>										
Office	4	ITE 710	29,500	SF	0.07	0.36	0.43	-2	-11	-13
(Reduction for internal trips) -	0%							0	0	0
(Reduction for walk/bike trips) -	0%							0	0	0
(Reduction for transit trips) -	0%							0	0	0
Net Office								-2	-11	-13
Total Existing								-2	-11	-13
<b>Proposed Uses</b>										
Residential	3	ITE 222	570	DUs	0.13	0.06	0.19	74	34	108
(Reduction for internal trips) -	0%							0	0	0
(Reduction for walk/bike trips) -	0%							0	0	0
(Reduction for transit trips) -	0%							0	0	0
Net Residential								74	34	108
Total Proposed								74	34	108
Total Net								72	23	95

**Notes:**

1. ITE trip rates from Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017 except otherwise noted.
2. Trip rate reductions were applied per LADOT's *Traffic Study Policies and Procedures*, December 2016.
3. Residential Units analyzed as ITE 222 - Multifamily Housing (High Rise). Used trip rates for Dense Multi-Use Urban.
4. Office analyzed as ITE 710 - General Office. Used trip rates for Center City Core for AM and PM peak hours with no trip adjustments.  
No daily trip rate available for Center City Core or Dense Multi-Use Urban. Used daily trip rates for General Urban/Suburban with adjustment

Note: Some numbers may not add up perfectly due to rounding.

Express lines and eighteen local lines in the Project Area, as well as other regional transit operator services. It is also located four blocks from the Red, Purple, Blue and Expo lines at the 7<sup>th</sup> Street Metro Center Station.

### Trip Estimates for This Study

ITE trip rates from Trip Generation, 10<sup>th</sup> Edition were used in the analysis, with the adjustments described below. The recently released 10<sup>th</sup> Edition includes numerous updates and enhancements to the trip rate information in the 9<sup>th</sup> Edition. The ITE 10<sup>th</sup> Edition no longer has separate trip rates for condominiums and apartments. Instead it has rates for multifamily housing. It also lists rates for high rise buildings, by location – “General Urban/Suburban”, “Dense Multi-Use Urban”, and “Center City Core”, thereby providing more accurate trip rates for the type (low rise or high rise) and location of the building.

For the proposed residential land use, although the 10<sup>th</sup> Edition provides residential trip rates for a “Center City Core” location (such as the Proposed Project), it is an extremely small sample size, so is not used for this study. Instead, the trip generation rates for “Dense Multi-Use Urban” are applied to the residential units as the next most appropriate category. Because the 10<sup>th</sup> Edition trip rates are based on the type and location of building, they already account for higher walking, bicycling, and transit use in dense urban areas. Therefore, no further adjustment factors for use of these modes were applied.

For the existing office land uses to be removed as part of the Project, the 10<sup>th</sup> Edition provides trip rates for a “Center City Core” location with a n appropriate sample size. As the 10<sup>th</sup> Edition trip rates are based on the type and location of building, they already account for higher walking, bicycling, and transit use in dense urban areas. Therefore, no further adjustment factors for use of these modes were applied.

The Project would generate 965 net daily trips, 105 net AM peak hour trips and 95 net PM peak hour trips. Table 3.1 summarizes the trip generation estimates for the daily, AM peak & PM peak hour periods respectively.

### **3.3 Project Trip Distribution**

The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely destinations of Project residents based on the local and regional distributions of employment and commercial destinations, existing traffic volumes, and the characteristics of the street system in the area of the Project. The general trip distribution pattern was developed in consultation with LADOT and the following distribution was assumed:

- 25% of the trips towards the north
- 30% of the trips towards the south

- 15% of the trips towards the east
- 30% of the trips towards the west

Traffic generated by the Project was added to the Future Without Project traffic volumes to obtain future traffic volumes with the Project for both peak periods at each of the study intersections.

The Project Only peak hour traffic volumes are illustrated in Figures 3.1 and 3.2 for the AM and PM peak hours respectively.

### **3.4 Project Traffic Projections**

Project traffic was assigned to the roadway network on the basis of the parameters described above. The Proposed Project traffic volumes forecast on the roadway network are shown in Figure 3.1 for the AM peak hour, and in Figure 3.2 for the PM peak hour.

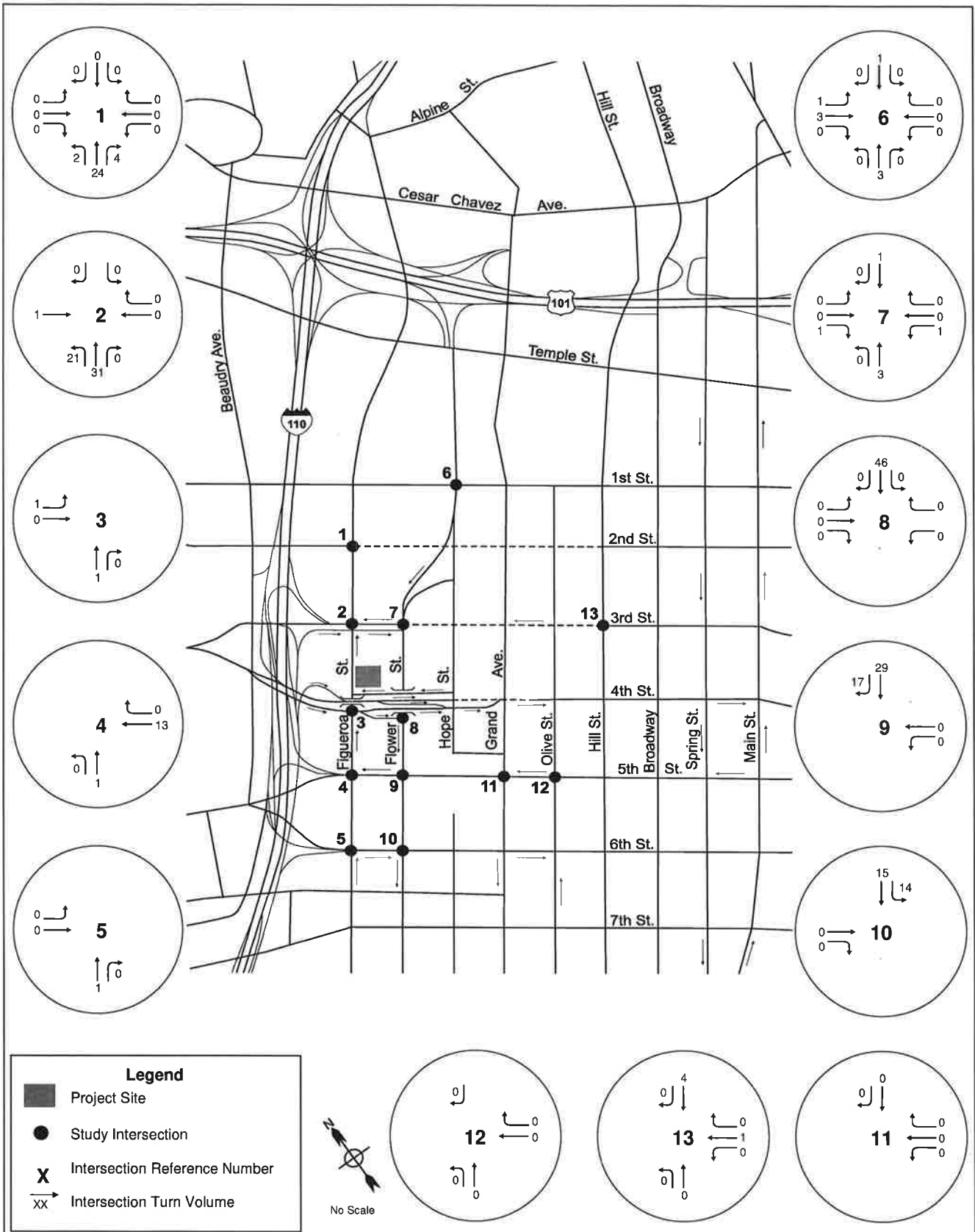


Figure 3.1  
Project Only Traffic Volumes - AM Peak Hour

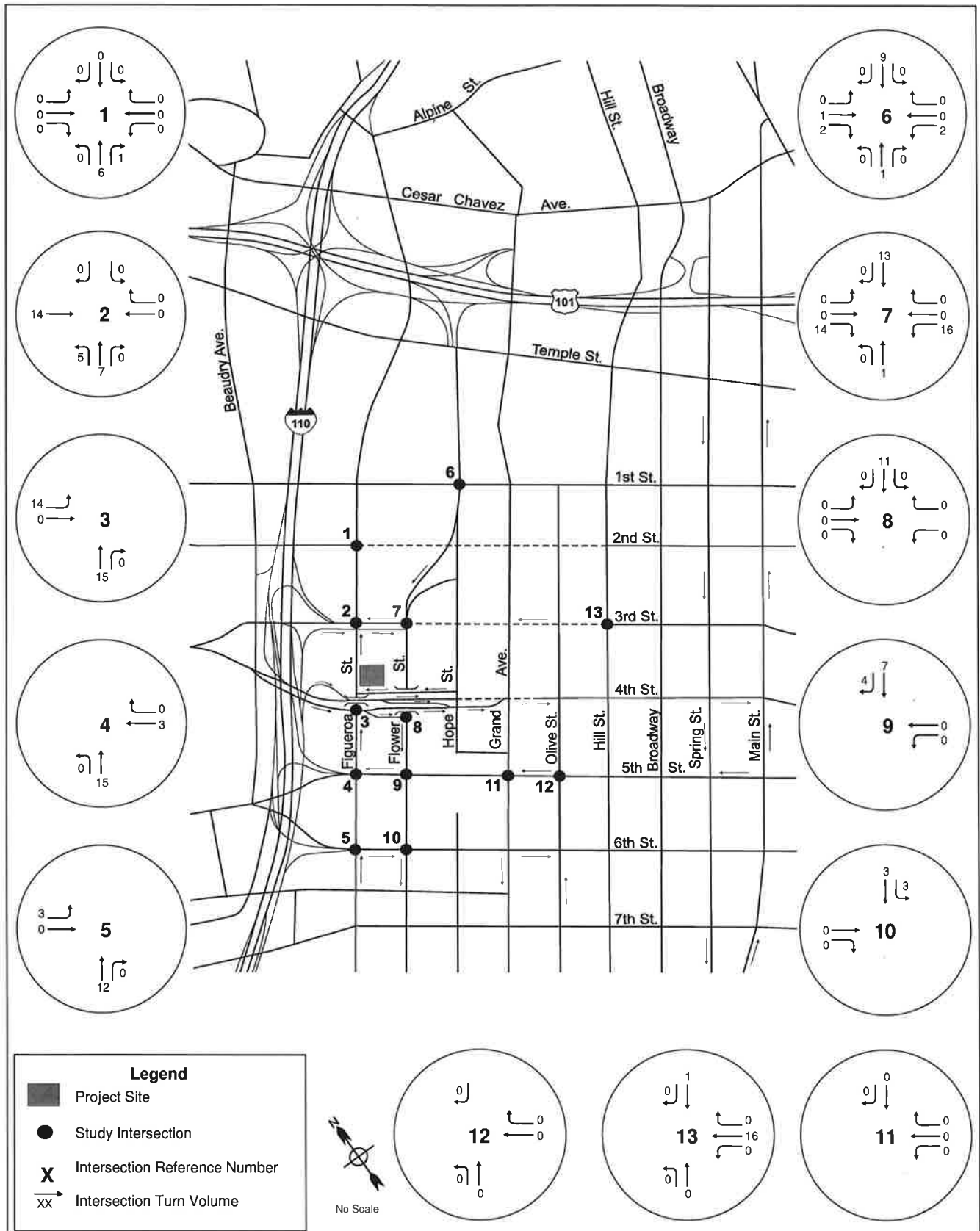


Figure 3.2  
Project Only Traffic Volumes - PM Peak Hour

**350 S. Figueroa Project**

## 4. Existing With Project Conditions

This section of the report documents the analysis of potential Project traffic impacts in the study area for the Existing With Project conditions. Project traffic was added to existing traffic volumes and the potential for impacts evaluated. The total Existing With Project Conditions peak hour traffic volumes are illustrated in Figures 4.1 and 4.2 for the AM and PM peak hours respectively.

### 4.1 Project Impacts - Intersections

#### Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

#### **Definition of Significant Impact at Intersection**

With Project Traffic		Project-Related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

#### Existing With Project Intersection Level of Service

The total Existing With Project conditions peak hour traffic volumes are illustrated in Figures 4.1 and 4.2 for the AM and PM peak hours. Tables 4.1 and 4.2 summarize the level of service for the Existing With Project conditions at the analyzed intersections for the AM and PM peak hours respectively, as well as the increase in V/C ratio at each intersection, and identify if the increase constitutes a significant impact.

*AM Peak Hour*

The analysis summarized in Table 4.1 indicates that for the AM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections. All increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would cause no significant traffic impacts in the AM peak hour.

*PM Peak Hour*

The analysis summarized in Table 4.2 indicates that for the PM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections. All increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would cause no significant traffic impacts in the PM peak hour.

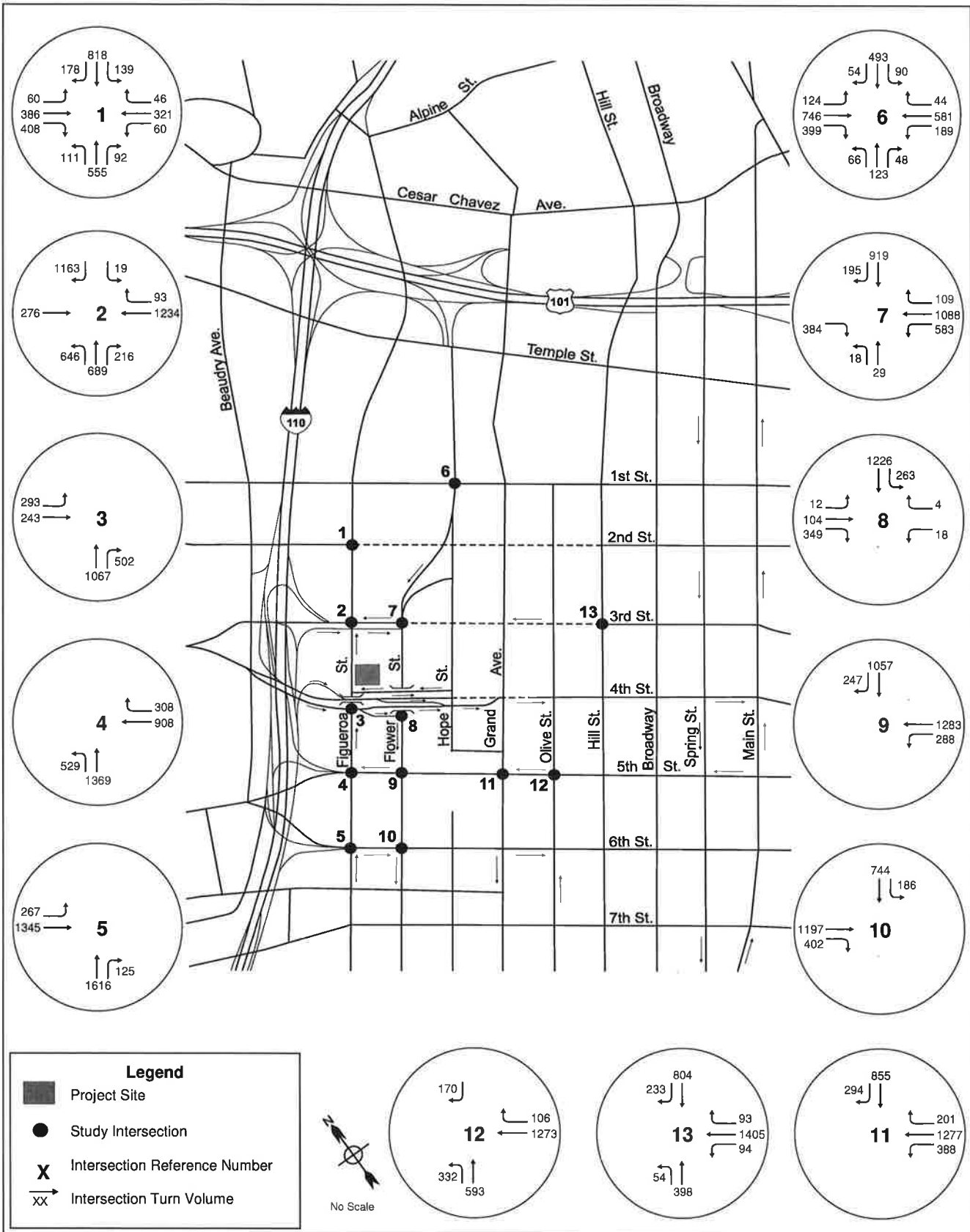


Figure 4.1  
Existing With Project Traffic Volumes - AM Peak Hour

**350 S. Figueroa Project**



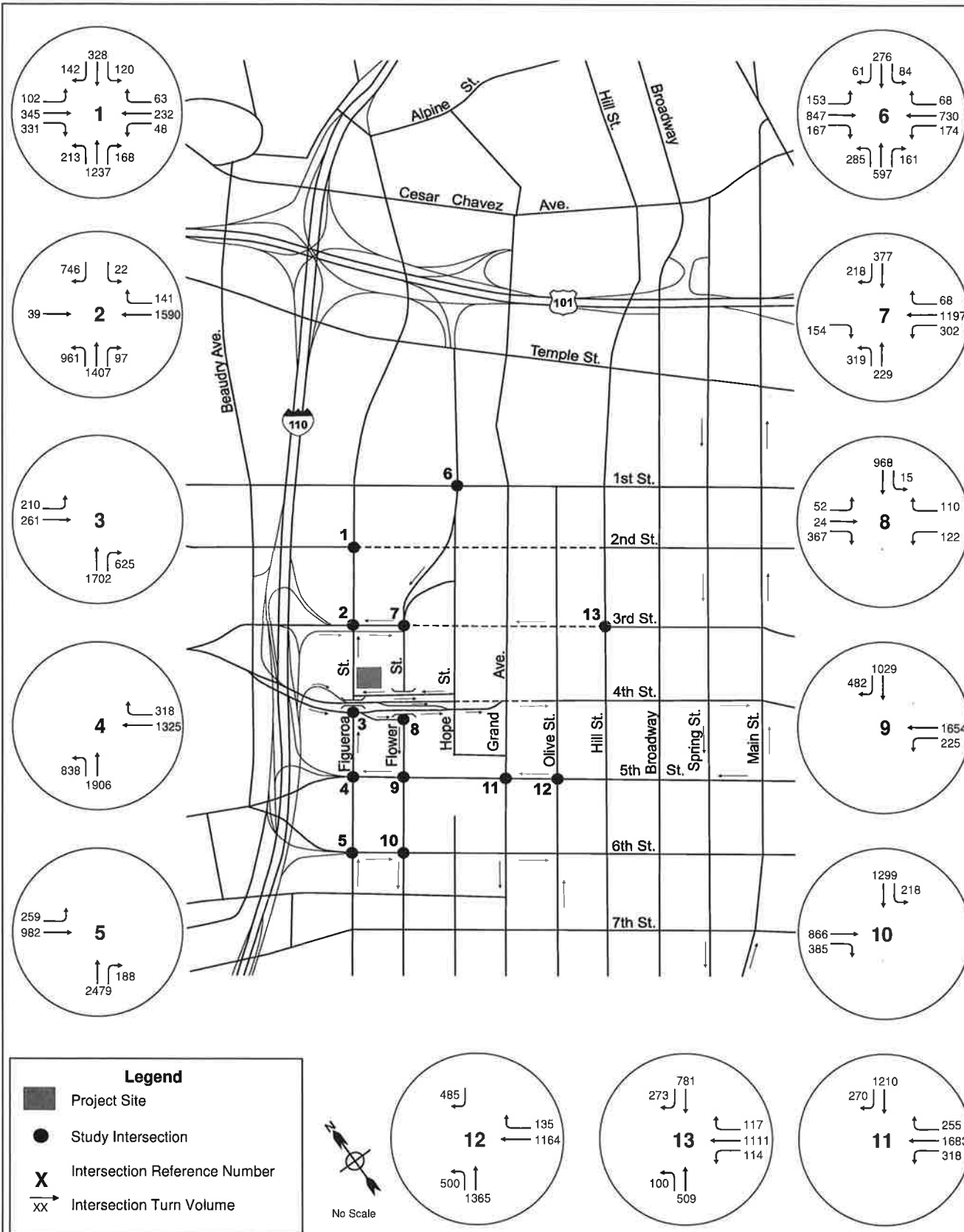


Figure 4.2  
Existing With Project Traffic Volumes - PM Peak Hour

**350 S. Figueroa Project**

**Table 4.1 Existing With Project - Intersection Level of Service  
AM Peak Hour**

No.	Intersection	Existing Conditions		Existing With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	Figueroa Street & 2nd Street	0.639	B	0.640	B	0.001	No
2	Figueroa Street & 3rd Street	0.704	C	0.709	C	0.005	No
3	Figueroa Street & 4th Street	0.203	A	0.203	A	0.000	No
4	Figueroa Street & 5th Street	0.319	A	0.320	A	0.001	No
5	Figueroa Street & 6th Street	0.295	A	0.295	A	0.000	No
6	Hope Street & 1st Street	0.555	A	0.556	A	0.001	No
7	Flower Street & 3rd Street	0.649	B	0.652	B	0.003	No
8	Flower Street & 4th Street	0.498	A	0.508	A	0.010	No
9	Flower Street & 5th Street	0.245	A	0.257	A	0.012	No
10	Flower Street & 6th Street	0.235	A	0.237	A	0.002	No
11	Grand Avenue & 5th Street	0.318	A	0.318	A	0.000	No
12	Olive Street & 5th Street	0.363	A	0.363	A	0.000	No
13	Hill Street & 3rd Street	0.671	B	0.673	B	0.002	No

**Table 4.2 Existing With Project - Intersection Level of Service  
PM Peak Hour**

No.	Intersection	Existing Conditions		Existing With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	Figueroa Street & 2nd Street	0.692	B	0.694	B	0.002	No
2	Figueroa Street & 3rd Street	0.673	B	0.674	B	0.001	No
3	Figueroa Street & 4th Street	0.231	A	0.234	A	0.003	No
4	Figueroa Street & 5th Street	0.476	A	0.480	A	0.004	No
5	Figueroa Street & 6th Street	0.399	A	0.403	A	0.004	No
6	Hope Street & 1st Street	0.659	B	0.665	B	0.006	No
7	Flower Street & 3rd Street	0.435	A	0.435	A	0.000	No
8	Flower Street & 4th Street	0.548	A	0.551	A	0.003	No
9	Flower Street & 5th Street	0.439	A	0.442	A	0.003	No
10	Flower Street & 6th Street	0.283	A	0.283	A	0.000	No
11	Grand Avenue & 5th Street	0.427	A	0.427	A	0.000	No
12	Olive Street & 5th Street	0.661	B	0.661	B	0.000	No
13	Hill Street & 3rd Street	0.592	A	0.598	A	0.006	No

## 5. Future Conditions Without The Project

### 5.1 Traffic Forecasts

In order to evaluate the potential traffic impacts of the Project, it was necessary to first estimate and then analyze future traffic conditions without the Project. The year selected for this analysis was 2023, which is the expected year of completion of the Project.

Future traffic forecasts were estimated by forecasting two separate components of traffic growth in the study area.

The first component is the ambient growth that represents a general growth in traffic volumes due to minor new developments in the Project Area, and regional growth and development outside the study area. A growth rate of 1.0 percent per year was applied for this ambient traffic growth based on historical trends and in conjunction with LADOT<sup>1</sup>. The existing traffic counts were therefore adjusted upward by a total of 1.0 percent a year for five years to represent the ambient growth to the Project completion year.

The second component of future growth relates to specific development projects located in the study area. These developments are projects located within an approximately 1.5-mile radius from the Development Site that are currently under construction, have received formal approval, or are under formal planning consideration and potentially could be in place by the year 2023 when the Project will be completed, and that could add traffic growth to the roadways in the study area. The following section of this chapter describes the process of estimating traffic from these related projects.

This approach is consistent with procedures outlined in Section 15130 of the CEQA Guidelines which provide two options for developing future traffic forecasts:

- “(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
- “(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions

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<sup>1</sup> It is noted that the CMP provides growth factors based on regional modeling. For the Central Los Angeles area the CMP estimates an average ambient growth factor of approximately 0.2% per year between the years of 2018 and 2023 (Exhibit D-1 of the CMP). However, an ambient growth factor of 1% per year, compounded annually, was conservatively used to adjust the existing traffic volumes to reflect the effects of the regional growth and development by year 2023, following agreement with LADOT through the MOU process. The total ambient growth adjustment applied over the five-year period was 5.1%.

contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.”

As described above and further below, the methodology used in this study incorporates both Option A – through the incorporation of a related project list, and Option B – through the incorporation of an ambient growth factor. This approach is conservative because the analysis includes both a list of specific related projects and a general background growth factor, and also in that not all of the related projects may be ultimately built, and not all may be built by 2023 (the buildout year of the Project). The analysis therefore likely overstates the future growth in traffic for the horizon year without the Project.

## 5.2 Related Projects

### Project List

A list of proposed development projects that could affect traffic conditions in the Project Area by adding traffic volumes to study area intersections was prepared based on information obtained from LADOT, Department of City Planning, other studies and reports, and field verification and field observations. A total of 207 potential development projects were identified, the locations of which are shown in Figure 5.1 and are listed in Appendix B. This list was verified and approved by the Department of City Planning and LADOT.<sup>1</sup> It should also be noted that, again for purposes of preparing a conservative analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the related projects were included in the future conditions traffic analysis.

### Project Trip Generation and Distribution

Trip generation estimates for the related projects were prepared, as shown in Appendix B. These were generally taken from the lists provided by the City, and from environmental and/or traffic studies prepared for the individual projects. Where the information was not available from previous reports, the trip generation was estimated using standard trip rates. These estimates are considered conservative in that they do not account for trip interaction between projects, and they do not in every case account for the possible use of non-auto modes such as transit, walk and bicycling. Similarly, trip distribution estimates were also taken from the environmental/traffic studies conducted for the individual projects where available or were estimated based on an

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<sup>1</sup> It should be noted that the list was prepared before the new LADOT related project guidelines that require a much smaller radius for inclusion. As such the list is very conservative.

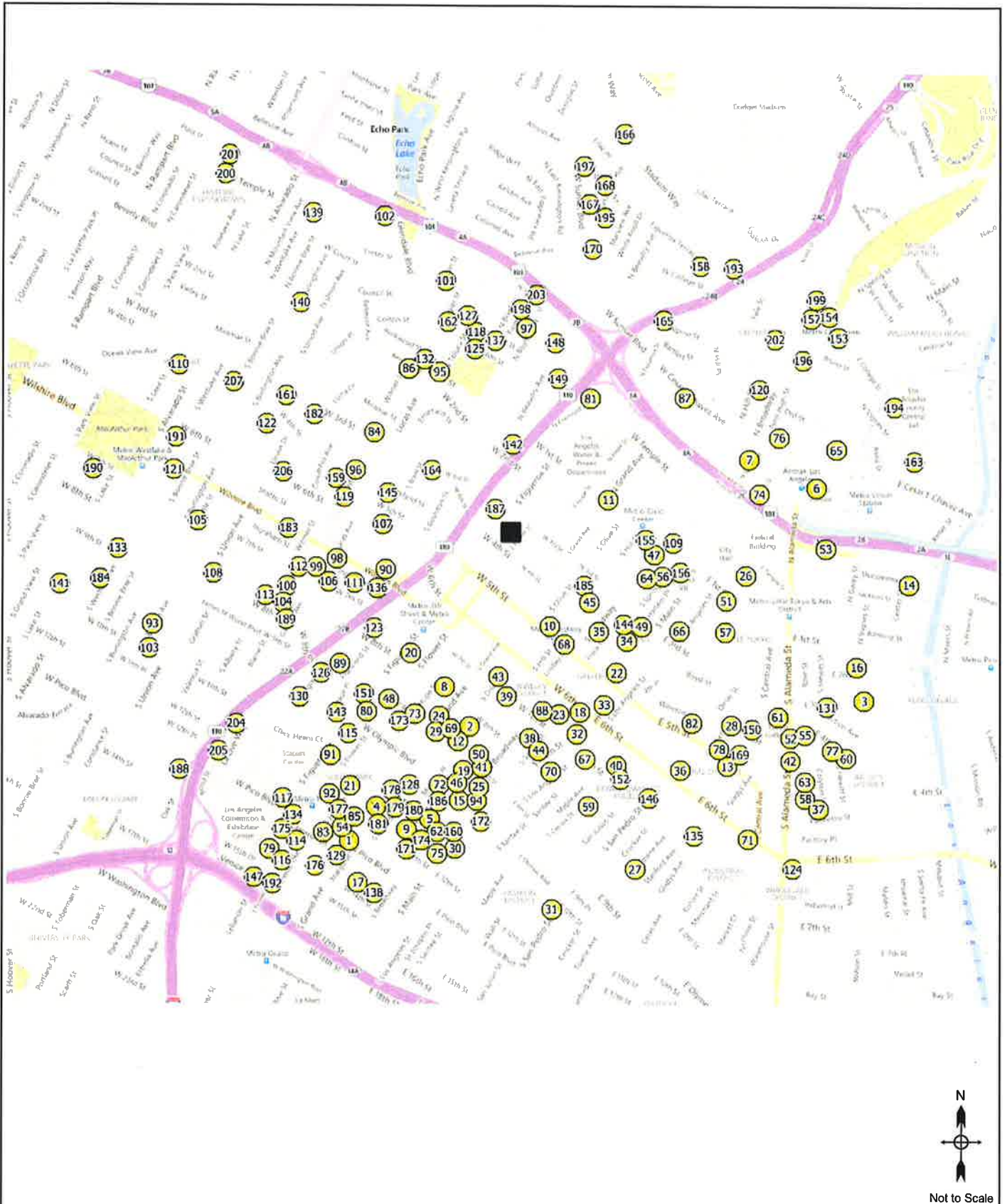


Figure 5.1  
Location of Related Projects

**350 S. Figueroa Project**

**The Mobility Group**  
Transportation Strategies & Solutions

understanding of the type of the project, its location, the geographic distribution of population and employment from which project trips may be drawn, and the surrounding roadway and circulation system. It should be noted that because of the large geographic distribution of these projects, that not all of the related project trips would travel through the study area and traverse the study intersections.

#### Future Traffic Forecasts for 2023 Without Project Condition

The trip estimates shown in Appendix B were then added to the roadway network and combined with existing volumes and ambient traffic growth (described earlier) to provide forecasts of future baseline traffic conditions in the study area in 2023, for both the AM and PM peak periods, representing the Future Without Project conditions.

The Future Without Project peak hour traffic volumes are illustrated in Figures 5.2 and 5.3 for the AM and PM peak hours respectively.

#### Transportation System Changes

##### *Figueroa Corridor Streetscape Project (MyFig)*

The Figueroa Streetscape (MyFig) project extends on Figueroa Street from 41<sup>st</sup> Drive to 7<sup>th</sup> Street, and on 11<sup>th</sup> Street between Broadway and Figueroa Street, and includes streetscape improvements and installation of bike lanes. In the vicinity of the Proposed Project, the MyFig Project installed a buffered bicycle lane and a bus lane on Figueroa Street south of 7<sup>th</sup> Street. The MyFig Project improvements were completed in 2018. The MyFig Project does not affect any of the study intersections

##### *Planned Bicycle Facilities*

As shown in Figure 5.4, the Mobility Plan 2035 designates approximately 1,200 miles of street in the City's Bicycle Network that includes a Bicycle Enhanced Network and a Bicycle Lane Network. The Bicycle Enhanced Network consists of Bicycle Paths, Tier 1 Bicycle Lane (Protected Bicycle Lane) and Neighborhood Enhanced Network. The Bicycle Lane Network consists of Tier 2 and Tier 3 Bicycle Lanes.

In the area of the Project, the Mobility Plan 2035 recommends a Bicycle Path along Los Angeles Street between Alameda Street and 2<sup>nd</sup> Street; Tier 1 bike lanes along Cesar Chavez Avenue west of Spring Street, on 2<sup>nd</sup> Street east of Main Street, on 7<sup>th</sup> Street, on Figueroa Street south of 7<sup>th</sup> Street, on Grand Avenue south of Wilshire Boulevard, on Broadway north of Cesar Chavez Avenue, on Spring Street south of Cesar Chavez Avenue and on Main Street south of Alameda Street; Tier 2 bike lanes along Beaudry Avenue between Cesar Chavez Avenue and 2<sup>nd</sup> Street, on Figueroa Street between Cesar Chavez Avenue and 7<sup>th</sup> Street, on Cesar Chavez Avenue east of Spring Street, on 1<sup>st</sup> Street west of Spring Street and on 2<sup>nd</sup> Street east of Main

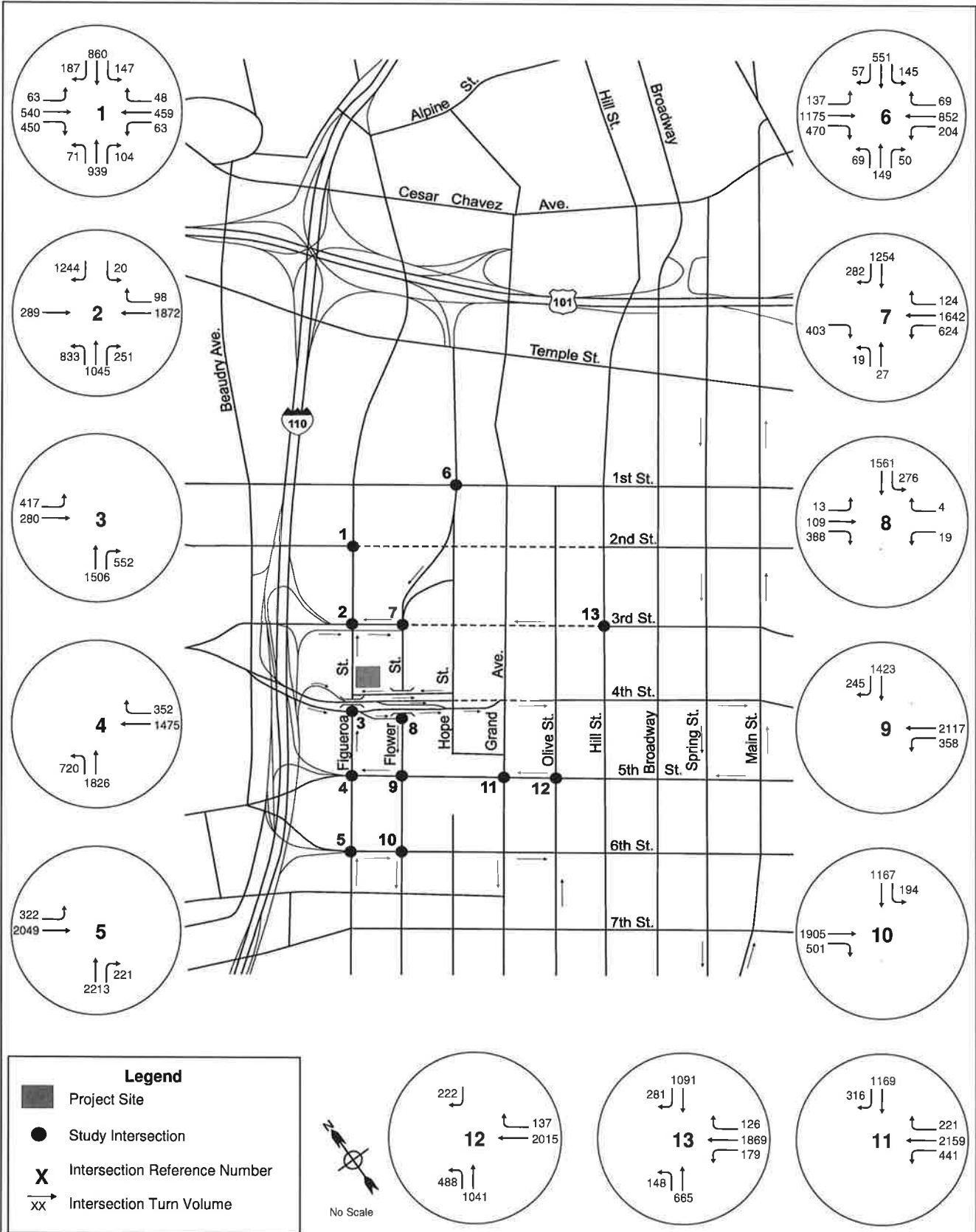


Figure 5.2  
 Future Without Project Traffic Volumes - AM Peak Hour

**350 S. Figueroa Project**



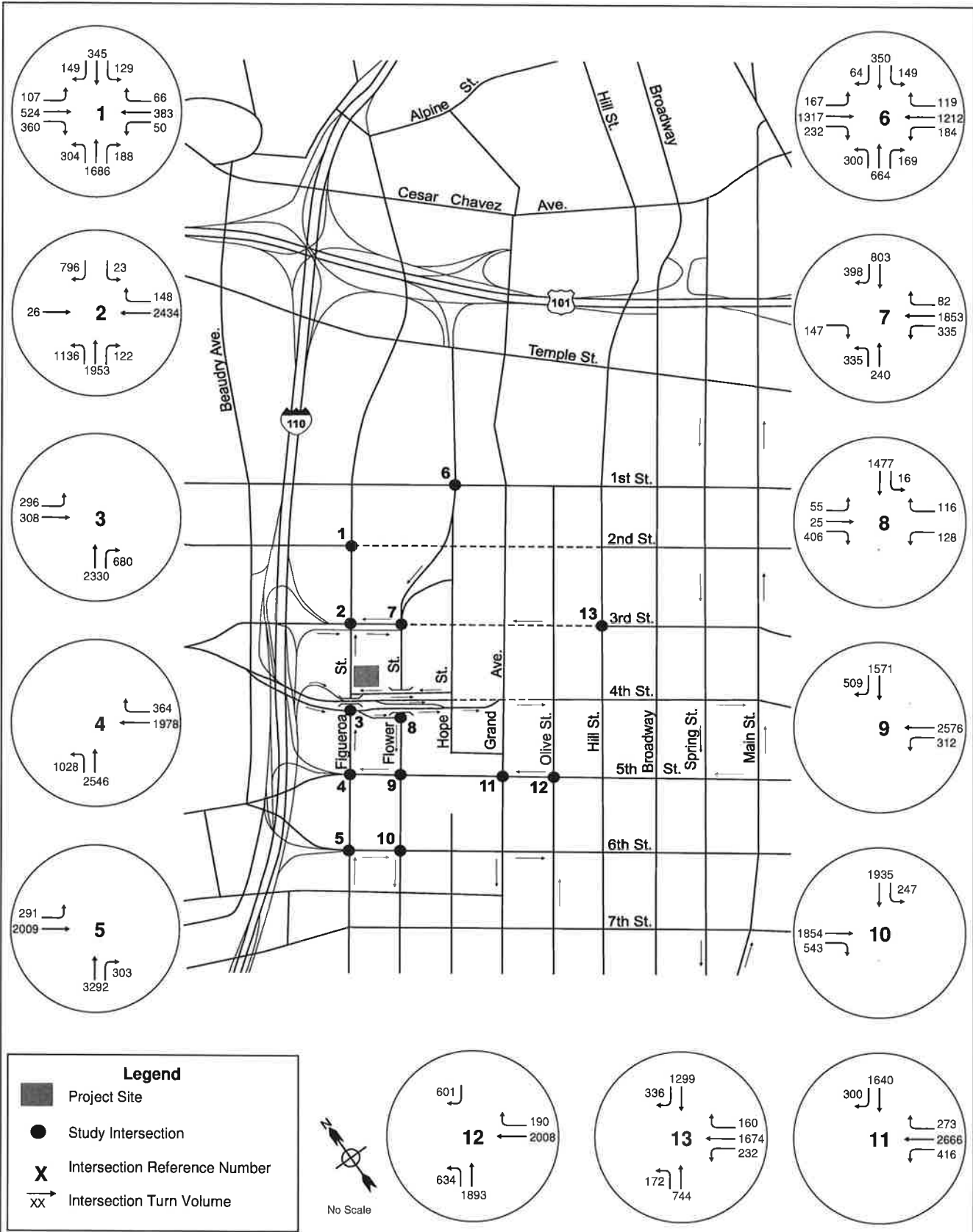


Figure 5.3  
 Future Without Project Traffic Volumes - PM Peak Hour

**350 S. Figueroa Project**

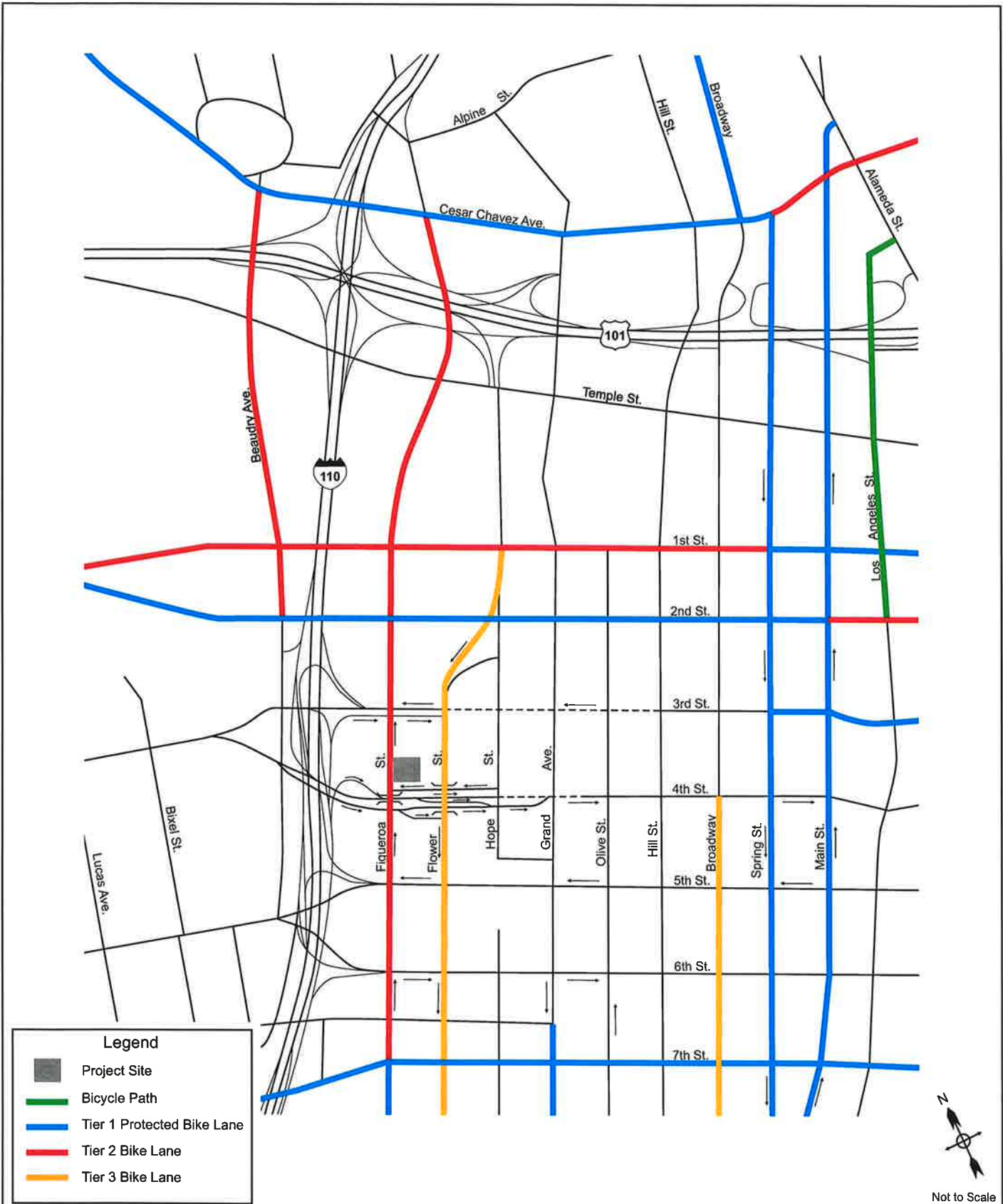


Figure 5.4  
Designated Bicycle Facilities

**350 S. Figueroa Project**

Street; Tier 3 bike lanes along Flower Street south of 1<sup>st</sup> Street and on Broadway south of 4<sup>th</sup> Street.

Several facilities have already been implemented, including a bike lane on Figueroa Street, a bike lane on 1<sup>st</sup> Street, bike lanes on Spring Street and Main Street, and a bike lane on 7<sup>th</sup> Street. These facilities are therefore all included in the Existing Conditions analysis prepared in Chapter 2.

For the remaining facilities, the Mobility Plan 2035 will implement the overall list of improvements in phases over many years, and in many cases the proposals are conceptual and the plan does not identify the specific street configurations or geometries that will be necessary to accommodate the proposed bike lanes on those streets – which are details to be worked out in the future.

At the time of preparing this report, with the exception of the MyFig Project, none of the designated planned facilities in the area as identified above and shown in Figure 5.4 are programmed for completion before the Project design year of 2023 so there are no definitive details on roadway layouts to accommodate the improvements, and so they are not included in the following analysis. These facilities will be evaluated by LADOT over time as the Mobility Plan 2035 is implemented in future phases.

### *Metro Regional Connector*

The Regional Connector Transit Corridor is a 1.9 mile fully underground light-rail transit line that will connect the Metro Gold Line to the Metro Blue Line and the Metro Expo Line. The line will run north from 7th Street/Metro Center Station to 2nd Street where it will turn east and connect with the Gold Line in Little Tokyo and then to Union Station. Metro is constructing stations that will be located at 2nd Street/Hope Place (roughly one-quarter mile from the Project), at 2nd Street/ Broadway, and at 1st Street/Central Avenue. This will enable the provision of continuous service between the Blue/Exposition Lines and the Gold Line through Downtown. From the Metro Gold Line, passengers will be able to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. This project will improve the connectivity of the regional transit system and improve access to Downtown from the region. Metro expects completion of this project by 2020. As the line is entirely underground within the Project study area it will not alter the configuration of any intersections along its alignment, which is to the north of the Project study area. While the introduction of the Regional Connector could potentially reduce traffic volumes in downtown by providing an increase in transit options and service, no such reduction was included in the impact analysis for this project in order to prepare a conservative analysis.

*Los Angeles Streetcar (Restoration of Historic Streetcar Service in Downtown Los Angeles)  
(CRA/Metro/Los Angeles Streetcar Inc)*

The Streetcar Project is located in downtown Los Angeles and would consist of a 3.8-mile project alignment that would run along 1<sup>st</sup> Street, Broadway, 11<sup>th</sup> Street, Figueroa Street, 7<sup>th</sup> Street, and Hill Street. The streetcar system would run within existing traffic lanes and would consist of a fleet of electric-powered vehicles utilizing a track and roadway configuration allowing for mixed-flow operations of streetcar vehicles and automobiles.

An Environmental Impact Report (EIR) has been certified for this project. The adopted alignment is as follows:

- Construct and implement streetcar service along a one-way loop that would run from 1st Street on the north, travel south through downtown Los Angeles on Broadway to 11th Street, turn west along 11<sup>th</sup> Street and continue to Figueroa Street, turn north on Figueroa Street and continue to 7<sup>th</sup> Street, turn along 7<sup>th</sup> Street and continue to Hill Street and turn north on Hill Street back to 1<sup>st</sup> Street.

The Streetcar alignment would not affect any of the study intersections.

*Pedestrian Network*

The Mobility Plan 2035 defines Pedestrian Enhanced Districts to identify “where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to/from manor destinations within communities.” The Mobility Plan 2035 aims to promote walking and reduce reliance on other modes for shorter trips by providing more attractive and wider sidewalks, and adding pedestrian signalization, street trees, and other design features that encourage people to take trips on foot instead of by car.

The Mobility Plan 2035, in identifying Pedestrian Enhanced Districts, has designated the following arterial streets in the area of the Project as Pedestrian Street Segments:

- Figueroa Street
- Flower Street
- Hope Street
- Grand Avenue
- Olive Street
- Hill Street
- Broadway
- Main Street
- 2<sup>nd</sup> Street
- 3<sup>rd</sup> Street
- 4<sup>th</sup> Street

- 5<sup>th</sup> Street

### 5.3 Future Intersection Conditions Without the Project

#### Future Without Project Intersection Level of Service

The Future Without Project traffic forecasts were evaluated to determine the V/C ratio and LOS for the analyzed intersections for both the AM peak hour and the PM peak hour. The results are shown in Table 5.2 and Table 5.3, which summarize the intersection levels of service calculated for the Future Without Project conditions, and compares them to existing conditions levels of service.

#### AM Peak Hour

All studied intersections would operate at LOS D or better during the AM peak hour, except the following intersection that would operate at LOS E:

- |     |                                      |       |
|-----|--------------------------------------|-------|
| 13. | Hill Street & 3 <sup>rd</sup> Street | LOS E |
|-----|--------------------------------------|-------|

#### PM Peak Hour

All of the studied intersections would operate at LOS D or better during the PM peak hour, except the following intersections that would operate at LOS E and F:

- |     |  |       |
|-----|--|-------|
| 1.  | Figueroa Street & 2 <sup>nd</sup> Street | LOS E |
| 12. | Olive Street & 5 <sup>th</sup> Street    | LOS E |
| 13. | Hill Street & 3 <sup>rd</sup> Street     | LOS F |

**Table 5.1 Future Without Project - Intersection Level of Service  
AM Peak Hour**

No.	Intersection	Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS
1	Figueroa Street & 2nd Street	0.639	B	0.756	C
2	Figueroa Street & 3rd Street	0.704	C	0.882	D
3	Figueroa Street & 4th Street	0.203	A	0.257	A
4	Figueroa Street & 5th Street	0.319	A	0.480	A
5	Figueroa Street & 6th Street	0.295	A	0.469	A
6	Hope Street & 1st Street	0.555	A	0.747	C
7	Flower Street & 3rd Street	0.649	B	0.797	C
8	Flower Street & 4th Street	0.498	A	0.618	B
9	Flower Street & 5th Street	0.245	A	0.372	A
10	Flower Street & 6th Street	0.235	A	0.415	A
11	Grand Avenue & 5th Street	0.318	A	0.477	A
12	Olive Street & 5th Street	0.363	A	0.632	B
13	Hill Street & 3rd Street	0.671	B	0.986	E

**Table 5.2 Future Without Project - Intersection Level of Service  
PM Peak Hour**

No.	Intersection	Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS
1	Figueroa Street & 2nd Street	0.692	B	0.985	E
2	Figueroa Street & 3rd Street	0.673	B	0.862	D
3	Figueroa Street & 4th Street	0.231	A	0.345	A
4	Figueroa Street & 5th Street	0.476	A	0.689	B
5	Figueroa Street & 6th Street	0.399	A	0.607	B
6	Hope Street & 1st Street	0.659	B	0.882	D
7	Flower Street & 3rd Street	0.435	A	0.690	B
8	Flower Street & 4th Street	0.548	A	0.706	C
9	Flower Street & 5th Street	0.439	A	0.583	A
10	Flower Street & 6th Street	0.283	A	0.542	A
11	Grand Avenue & 5th Street	0.427	A	0.657	B
12	Olive Street & 5th Street	0.661	B	1.000	E
13	Hill Street & 3rd Street	0.592	A	1.006	F

## 6. Future With Project Conditions

This section of the report documents the analysis of potential Project traffic impacts in the study area for the Future With Project conditions. Traffic generated by the Project was added to the Future Without Project traffic volumes and the potential for impacts evaluated. The total Future With Project conditions peak hour traffic volumes are illustrated in Figures 6.1 and 6.2 for the AM and PM peak hours, respectively. These traffic forecasts were then used to evaluate potential Project traffic impacts, as described in the following sections.

### 6.1 Project Impacts - Intersections

#### Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

#### **Definition of Significant Impact at Intersection**

With Project Traffic		Project-Related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

#### Project Impact Analysis - Future With Project Intersection Level of Service

The intersection level of service analysis for the Future With Project conditions is summarized in Table 6.1 for the AM peak hour and in Table 6.2 for the PM peak hour. These tables also compare the level of service for Without Project and With Project conditions, show the increase in V/C ratios at each intersection due to the Project, and identify if the increase constitutes a significant impact.



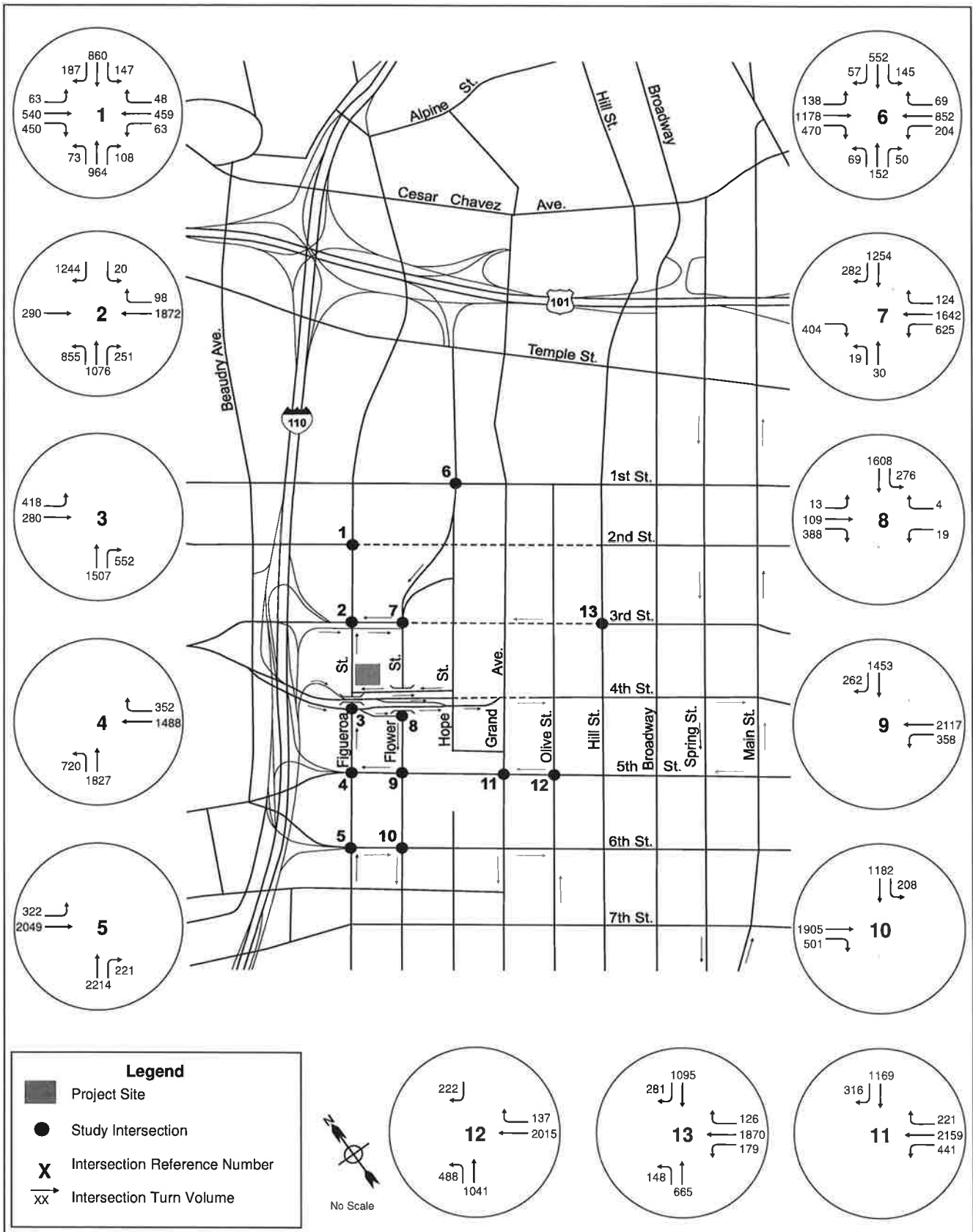


Figure 6.1  
Future With Project Traffic Volumes - AM Peak Hour

**350 S. Figueroa Project**

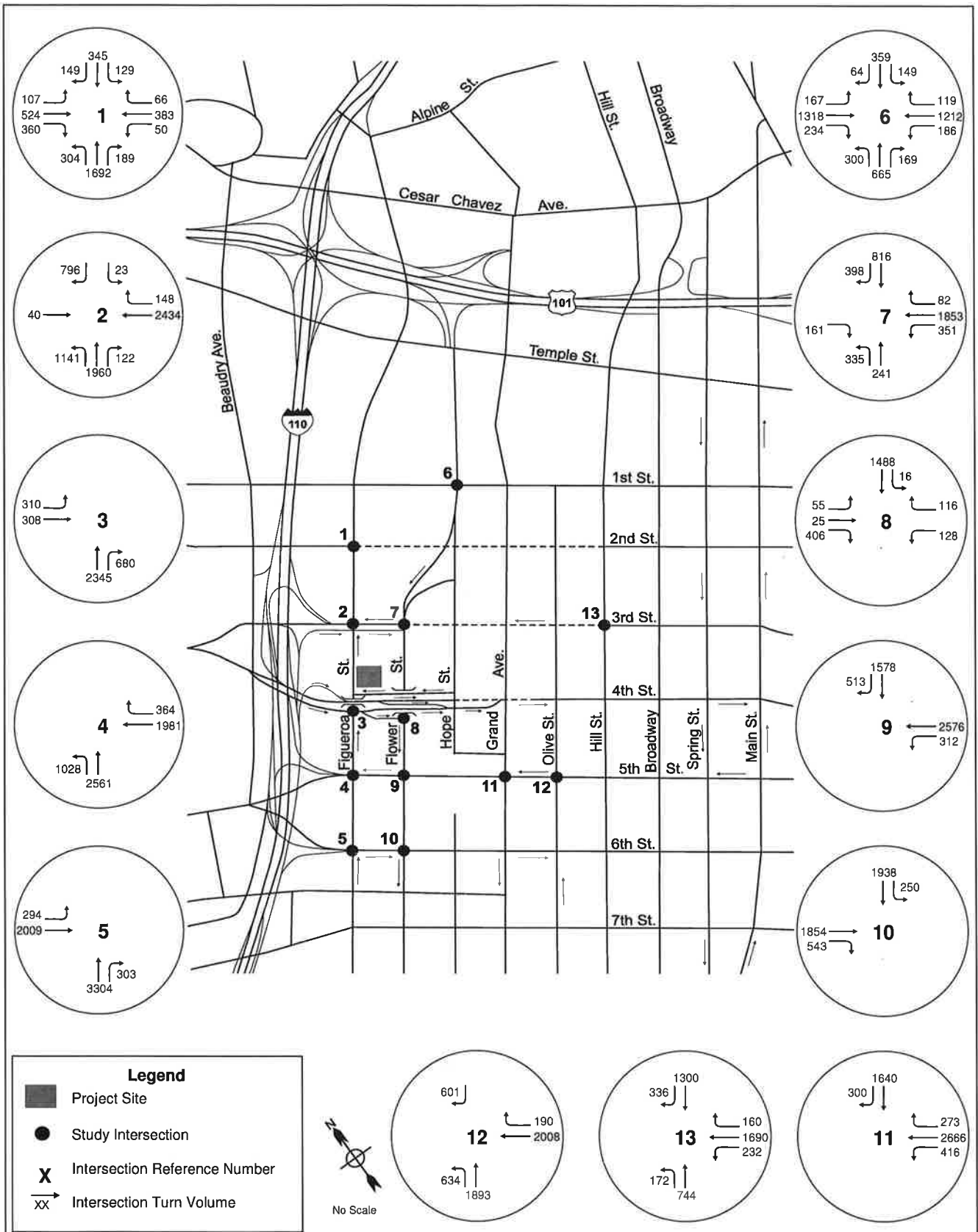


Figure 6.2  
 Future With Project Traffic Volumes - PM Peak Hour

**350 S. Figueroa Project**

**Table 6.1 Future With Project - Intersection Level of Service  
AM Peak Hour**

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	Figueroa Street & 2nd Street	0.756	C	0.765	C	0.009	No
2	Figueroa Street & 3rd Street	0.882	D	0.887	D	0.005	No
3	Figueroa Street & 4th Street	0.257	A	0.258	A	0.001	No
4	Figueroa Street & 5th Street	0.480	A	0.481	A	0.001	No
5	Figueroa Street & 6th Street	0.469	A	0.469	A	0.000	No
6	Hope Street & 1st Street	0.747	C	0.749	C	0.002	No
7	Flower Street & 3rd Street	0.797	C	0.800	C	0.003	No
8	Flower Street & 4th Street	0.618	B	0.629	B	0.011	No
9	Flower Street & 5th Street	0.372	A	0.376	A	0.004	No
10	Flower Street & 6th Street	0.415	A	0.418	A	0.003	No
11	Grand Avenue & 5th Street	0.477	A	0.477	A	0.000	No
12	Olive Street & 5th Street	0.632	B	0.632	B	0.000	No
13	Hill Street & 3rd Street	0.986	E	0.987	E	0.001	No

**Table 6.2 Future With Project - Intersection Level of Service  
PM Peak Hour**

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	Figueroa Street & 2nd Street	0.985	E	0.987	E	0.002	No
2	Figueroa Street & 3rd Street	0.862	D	0.863	D	0.001	No
3	Figueroa Street & 4th Street	0.345	A	0.350	A	0.005	No
4	Figueroa Street & 5th Street	0.689	B	0.693	B	0.004	No
5	Figueroa Street & 6th Street	0.607	B	0.609	B	0.002	No
6	Hope Street & 1st Street	0.882	D	0.887	D	0.005	No
7	Flower Street & 3rd Street	0.690	B	0.695	B	0.005	No
8	Flower Street & 4th Street	0.706	C	0.708	C	0.002	No
9	Flower Street & 5th Street	0.583	A	0.585	A	0.002	No
10	Flower Street & 6th Street	0.542	A	0.543	A	0.001	No
11	Grand Avenue & 5th Street	0.657	B	0.657	B	0.000	No
12	Olive Street & 5th Street	1.000	E	1.000	E	0.000	No
13	Hill Street & 3rd Street	1.006	F	1.011	F	0.005	No

### *AM Peak Hour*

As shown in Table 6.1 the intersection level of service would not change between the Future Without Project and Future With Project conditions. The analysis summarized in Table 6.1 indicates that for the AM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

It is therefore concluded that the Project would cause no significant impacts in the AM peak hour.

### *PM Peak Hour*

As shown in Table 6.2 the intersection level of service would not change between the Future Without Project and Future With Project conditions. The analysis summarized in Table 6.2 indicates that for the PM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

It is therefore concluded that the Project would cause no significant impacts in the PM peak hour.

## **6.2 Project Impacts – CMP Analysis**

The Los Angeles County Congestion Management Program (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations if an EIR is prepared for the Project. When a CMP analysis is needed, the CMP methodology requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring stations where the Project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study then no further traffic analysis is required.

### CMP Arterial Monitoring Locations

A review of the 2010 CMP indicated the following arterial monitoring stations that are closest to the Development Site:

- Wilshire Boulevard & Alvarado Street
- Wilshire Boulevard & Western Avenue
- Western Avenue & 9th Street
- Alameda Street & Washington Boulevard
- Sunset Boulevard & Alvarado Street

The additional trips added by Project at these intersections are shown Table 6.3 below.

**Table 6.3 CMP Arterial Analysis – Number of Trips added by Project**

<i>Location</i>	<i>No. of Trips Added by Project</i>	
	<i>AM</i>	<i>PM</i>
Wilshire Blvd. & Alvarado St.	2	2
Wilshire Blvd. & Western Ave.	2	2
Western Ave. & 9th St.	1	1
Alameda St. & Washington Blvd.	3	3
Sunset Blvd. & Alvarado St.	4	4

These CMP monitoring locations are between approximately 1.2 and 3.1 miles from the Project Site. Based on the trip generation and trip distribution characteristics of the Project as described earlier, the maximum number of trips that the Project would add to any station would be 4 trips in both AM and PM peak hours. Many project trips will disperse onto numerous roadways away from the site before reaching these locations.

Because the Project will not add more than 50 trips to any CMP monitoring location, it is therefore concluded that the Project would not exceed the threshold to require analysis and would not create any significant traffic impacts at any CMP arterial monitoring locations.

#### CMP Freeway Monitoring Stations

A review of the 2010 CMP also indicated the following freeway monitoring stations that are closest to the Development Site.

- SR-110 north of Alpine Street
- SR-110 south of US-101
- SR-110 at Pasadena Avenue
- US-101 north of Vignes Street
- US-101 south of Santa Monica Boulevard
- SR-60 east of Indiana Street
- I-110 at Slauson Avenue
- I-10 at Budlong Avenue

The monitoring locations are located between 0.7 and 4.6 miles from the site. As the Project would generate a total of 105 AM peak hour trips and 95 PM peak hour trips, the CMP threshold of 150 trips in either direction would not be exceeded at any location.

Nevertheless, the number of Project vehicle trips expected to pass through these segments was estimated based on the Project trip distribution and the Project trip generation (shown in Table 4.1). The trips added by the Project at the monitoring locations are shown in Table 6.4.

The maximum number of one-way Project trips that would be added to these freeway segments would be 9 AM trips and 7 PM peak hour trips at the SR-110 South of US-101 station. These low incremental volumes are well below the CMP threshold of 150 trips. It is therefore concluded that the Project would not exceed the threshold to require analysis, and that the Project would not cause any significant impacts at CMP freeway monitoring locations.

**Table 6.4 CMP Freeway Analysis – Number of Trips added by Project**

<i>Location</i>	<i>Direction</i>	<i>No. of Trips Added by Project</i>	
		<i>AM</i>	<i>PM</i>
SR-110 at Alpine Street	NB	3	1
	SB	0	4
SR-110 South of US-101	NB	9	3
	SB	1	7
SR-110 South of Pasadena Avenue	NB	2	0
	SB	0	1
US-101 North of Vignes Street	NB	0	2
	SB	3	1
US-101 South of Santa Monica Boulevard	NB	7	2
	SB	1	5
SR 60 East of Indiana Street	EB	2	1
	WB	0	2
I-110 at Slauson Avenue	NB	0	4
	SB	6	1
I-10 at Budlong Avenue	EB	0	4
	WB	6	1

### CMP Transit Impact Analysis

An analysis of potential Project impacts on the transit system was also performed, per the CMP requirements and guidelines.

### *Significant Impact Thresholds*

Based on factors in the “*L.A. CEQA Thresholds Guide*,” City of Los Angeles (2006), the following criterion was established to determine if there would be any significant transit impacts due to the Project:

- The capacity of the transit system serving the Project area would be substantially exceeded.

### *Transit Analysis*

The number of transit trips that would be generated by the Project was estimated based on the trip generation methodology described in Chapter 3. The estimate of base vehicle trips (unadjusted) for each Project land use (from Table 3.1) was converted to person trips by applying a conversion factor of 1.4, as per CMP guidelines. The person trip numbers were then multiplied by the estimated percent taking transit for each land use, as previously determined and discussed earlier in Chapter 3. These numbers are project specific and more appropriate than the default countywide guidelines in the CMP as they reflect the estimated transit use that would occur for the Project because of its location near numerous transit lines.

The estimated number of transit trips for the CMP analysis is shown in Table 6.5. In the AM peak hour, the Project would generate an estimated 28 net additional transit trips (1 inbound trips and 27 outbound trips), and in the PM peak hour approximately 25 additional transit trips (19 inbound and 6 outbound), as shown in Table 6.5.

The two directional peak capacity of the transit system serving the Development Site (based on transit service information in Table 2.3) is approximately 19,044 persons during the AM peak hour and 20,332 persons during the PM peak hour. The highest total volume of peak hour trips added by the Project would be 28 trips, which would represent approximately 0.15% of the total transit capacity during the peak hour. It is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded, or cause the need for physical improvements for additional capacity. Therefore, the Project would not create a significant impact on the transit systems serving the Project area.

## **6.3 Driveway and Site Circulation**

As shown in Figure 1.2, vehicle access to the Development Site will be provided by modifying the existing driveways to the World Trade Center building on Figueroa Street and Flower Street which will be retained. Ingress and egress to the Proposed Project will be provided on both Figueroa Street and Flower Street.



**Table 6.5 Transit Trips Generated by The Project**

Land Use	Base (Unadjusted) <sup>1</sup> Vehicle Trips		Person Trips <sup>2,3</sup>		% By Transit <sup>4</sup>		Transit Trips						
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour		PM Peak Hour		Total	In <sup>5</sup>	Out <sup>5</sup>
							In <sup>5</sup>	Out <sup>5</sup>	In <sup>5</sup>	Out <sup>5</sup>			
<u>Existing Uses</u> Office <sup>6</sup>	-19	-16	-27	-22	15%	15%	-4	-3	-1	-3	-1	-2	
<u>Proposed Uses</u> Residential <sup>7</sup>	150	135	210	189	15%	15%	32	4	28	28	20	8	
Total	131	119	183	167			28	1	27	25	19	6	

1. From Table 3.1 - Trip Generation Estimates. Excludes internal trips.

2. Person trips excludes trips that would stay internal to the Project.

3. Conversion factor of 1.4 from vehicle trips to person trips, per CMP guidelines.

4. Transit percentage from Table 3.1 - Trip Generation Estimates.

5. In/out distribution from Table 3.1 - Trip Generation Estimates.

6. Table 3.1 shows trips for Office for Center City Core that already takes account of and excludes non-vehicle trips. ITE provides no information on transit and walk trips. Based on LADOT Transportation Impact Study Guidelines total transit and walk adjustment for apartments in downtown is typically 20% (15% transit and 5% walk). So ITE Center City Core factored up by 20% to get the total vehicle trips. Then transit trips estimated as 15% of total trips.

7. Table 3.1 shows trips for Residential for Dense Multi-Use Urban that already takes account of and excludes non-vehicle trips. ITE provides no information on transit and walk trips. Based on LADOT Transportation Impact Study Guidelines, total transit and walk adjustment for apartments in downtown is typically 20% (15% transit and 5% walk). So ITE Dense Multi-Use Urban factored up by 20% to get the total vehicle trips. Then transit trips estimated as 15% of total trips.

There are currently two entrance lanes and two exit lanes to the garage at Figueroa Street. These are configured as a two-lane two-way central driveway perpendicular to Figueroa Street (one lane in and one lane out), with a separate one-lane entry driveway and a separate one lane exit driveway. To accommodate the proposed residential tower, the existing one way garage entrance on Figueroa St. will be modified to serve as a resident only entry. The remaining (entry and exit) driveway lanes will remain unchanged, and will be used by the existing commercial uses (entry and exit) and by residents (exit). The residential entrance will accommodate vehicular and bicycle parking access, as well as an off-street drop off porte cochere that will serve residential guest and taxi drop offs (which will exit via the existing exit lanes to Figueroa). As the overall number of lanes will be maintained, and as the new residential uses will replace existing office uses, no driveway operational issues are expected.

The existing “Service Yard” located on the corner of 4<sup>th</sup> Street and Flower Street for loading and DWP vault access is to remain in use to serve the existing commercial on site. A new off-street loading dock, dedicated to the proposed residential building, will be located on 4<sup>th</sup> Street with a new curb cut of 26’-0”. The location was chosen in lieu of Figueroa Street as 4<sup>th</sup> Street is a one-way slip road at this location with much lower traffic volumes than Figueroa Street.

There is currently one bus stop adjacent to the Development Site, on Figueroa Street immediately north of 4th Street. This will remain with the Project and operations will not be affected.

There is currently no on-street parking adjacent to the Development Site. This would remain unchanged.

## 6.4 Pedestrian Circulation

The Project will improve the pedestrian experience by increasing sidewalk widths in compliance with the dimensions proposed in the *Downtown Street Standards* guide and the *Bunker Hill Specific Plan*. The sidewalks on Figueroa Street and 4<sup>th</sup> Street would be widened to improve and activate the street-level pedestrian environment. The existing sidewalk along Figueroa Street is about 9 feet 8 inches wide to the existing property line. The Project would include a dedication of 5 feet 4 inches to satisfy the Mobility Plan and a 9 foot easement per the Downtown Design Guidelines. This would result in a 24’-0” overall sidewalk on Figueroa Street adjacent to the Proposed Project. The existing sidewalk along 4th Street is about 9 feet wide, and the Project would include an 11-foot 8-inch easement to satisfy the requirements of the Pedestrian Plan. This would result in a 20’-0” sidewalk on 4<sup>th</sup> Street. New paving and street trees will be provided within the boundaries of the new sidewalks. The existing pedestrian easements through the Development Site will remain and during operations retain existing connections to the pedestrian bridges over Figueroa Street and 4<sup>th</sup> Street, and 3<sup>rd</sup> Street and Flower Street.

Currently, East College Prep, a charter school for grades 9-12, is located at the Development Site. The school is made up of approximately 400 students and 50 faculty and staff members. School hours are typically 8 a.m. to 4 p.m., with students and faculty generally off-campus by approximately 5 p.m. Student transport typically occurs through private vehicular drop-off and pick-up within the existing parking garage. Students who are driven to school are dropped off at elevators within the parking garage. Students also walk, bike or use public transit for transportation to and from school. The school does not use a bus to transport students to and from school to home. Students who walk to school can currently utilize street-level elevators on the Figueroa St. and Flower St. frontages, or elevators within the parking garage, or the pedestrian bridges across Figueroa, Flower, 3<sup>rd</sup> and 4<sup>th</sup> Streets, in order to access the building. Faculty and staff drive, walk, take transit, and bike to work. All current access options for vehicles and pedestrian to the school would be retained with the Project, and the existing pedestrian easements through the Development Site will remain and existing connections to the pedestrian bridges over Figueroa Street, Flower Street, 3<sup>rd</sup> Street and 4<sup>th</sup> Street will be retained. The Project would therefore not cause changes or significant impacts to the pedestrian access and circulation for the school.

The American University Preparatory School is a private, grades 9-12 school located at 345 S Figueroa St. across for the Development Site. Enrollment is approximately 40 students, of which 80-% are boarders. Both academic and residential facilities are within the same location. The typical academic day is 8:00am to 3:30pm. Day students arrive by automobile at the entrance drive on the west side of Figueroa Street or walk from public transportation or nearby residences. The Proposed Project would not affect the school access on the west side of Figueroa Street. The existing pedestrian easements through the Development Site will remain and existing connections to the pedestrian bridges over Figueroa Street and 4<sup>th</sup> Street will be retained. The Project would therefore not cause changes or significant impacts to the pedestrian access and circulation for the school.

## 6.5 Freeway Analysis

An MOU between LADOT and Caltrans (Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (December 2015)) sets forth criteria for when a freeway impact analysis should be conducted. This requires an initial evaluation of freeway mainline segments and freeway off-ramps to determine if Project volumes exceed certain thresholds that would require further analysis of the freeway system. A freeway evaluation of Project volumes against these thresholds was conducted according to the procedures in the MOU and is included in the MOU in Appendix A. The initial evaluation concluded that neither the freeway mainline thresholds nor the freeway off-ramp threshold were met by Project traffic volumes, so no further analysis of the freeway system was necessary.

## 6.6 Construction Traffic Impacts

The following analysis addresses potential construction traffic impacts and is based on information provided by the Project's construction consultant.

The L.A. CEQA Thresholds Guide identifies four types of street construction impacts, as follows:

- Temporary Traffic Impacts – potential impacts on vehicular travel.
- Temporary Loss of Access – potential impacts to vehicles and pedestrians.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines – potential impacts on bus patrons.
- Temporary Loss of On-Street Parking – potential impacts on parking users.

The potential for construction traffic impacts was evaluated by considering the following aspects of Project construction.

- Construction Truck Traffic
- Construction Worker Traffic
- Sidewalk and/or Traffic Lane Closures
- Bus Stops/Routes Relocation
- Construction Worker Parking

### Construction Phases and Durations

Construction of the proposed Project is expected to last approximately 39 months and is scheduled to begin in 2020 and continue through 2023. Construction activities would fall into five principal phases: (1) site preparation and demolition; (2) excavation; (3) building foundation; (4) structure construction; and (5) exterior & interior finishing.

The construction phases are expected to be largely sequential in duration, with some overlap of the fourth and fifth phases. The following analysis is based on total construction activity at the site. The site preparation and demolition phase would occur for approximately nine months with up to 25 truckloads per day, and up to 40 employees on site. The excavation phase would last approximately one and a half months with up to 75 truckloads per day and 40 employees on site per day. The foundations phase would occur for approximately one month with

approximately 65 truckloads per day, and up to 50 employees on site. The building construction phase would occur for approximately eighteen months and is expected to generate an average of 70 truckloads per day to the Development Site, with up to 200 employees on-site. The exterior and interior finishing phase would occur for approximately twenty-four months, and largely overlap with the construction phase, with up to 45 truckloads per day and up to 350 daily workers on-site. There would be approximately a twelve month overlap between the building construction and the exterior and interior finishing phases.

Construction hours are planned to typically be from 7:00am to 7:00pm weekdays and 8am to 6pm Saturdays, though the majority of work will occur between 7:00am and 3:30 pm. Most workers will leave the site by 3:30pm. No construction would occur on Sundays or federal holidays.

The planned construction haul route would utilize the SR-110 Harbor Freeway to the north of the Development Site and minimize the use of surface streets. From the Development Site, the haul route would travel via Figueroa Street to the 3<sup>rd</sup> Street SR-110 northbound on-ramp. To the Development Site, the haul route would travel from the southbound SR-110 Freeway to the 3<sup>rd</sup> Street off-ramp, south on Beaudry Street and east on 4<sup>th</sup> Street then north on Figueroa Street. Likely landfill destinations would be the Arrow Landfill in Irwindale or the Chiquita Canyon Landfill in Castaic. This haul route may be modified in compliance with City policies, provided LADOT and/or the Department of Building and Safety approves any such modification.

### Project Design Features

A number of Project Design Features are proposed by the Project during the construction period to minimize potential construction impacts with respect to construction trucks, worker, trips, and any possible sidewalks and lane closures.

- Maintain access for land uses in the vicinity of the Development Site during construction.
- Schedule construction material deliveries to off-peak periods to the extent possible.
- Minimize obstruction of traffic lanes on Figueroa Street and 4<sup>th</sup> Street adjacent to the Development Site to the extent possible.
- Organize site deliveries and the staging of all equipment and materials in the most efficient manner possible, and on-site where possible, to avoid an impact to the surrounding roadways,
- Coordinate truck activity and deliveries to ensure trucks do not wait to unload or load at the site and impact roadway traffic. If needed, utilize an organized off-site staging area.

- Control truck and vehicle access to the Development Site with flagmen.
- Where sidewalk and lane closures are necessary, a Worksite Traffic Control Plan will be prepared for approval by the City, to facilitate traffic and pedestrian movement, to identify safe alternate routes and to include directional signage, in order to minimize any potential impacts.
- Parking for construction workers will be provided either on-site or at off-site, off-street locations. Parking will not be allowed on streets in the vicinity of the Project.
- A Construction Traffic Management Plan will be prepared for approval by the City prior to the start of construction, to incorporate the measures identified above, as well as a Worksite Traffic Control Plan to facilitate pedestrian bicycle and vehicular traffic movement, in order to minimize any potential impacts, and specifying the details of any sidewalk or lane closures. The Worksite Traffic Control Plan will be developed by the Applicant, and will identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The Applicant will notify and consult with the two schools on the plan. The Worksite Traffic Control Plan would minimize the potential conflicts between construction activities, street traffic, bicyclists and pedestrians. The plan will be reviewed and approved by LADOT prior to commencement of construction.

### Construction Truck Traffic

The maximum volume of truck trips during the nine months of the Project's preparation and demolition phase would be 25 trucks per day. Assuming trucks would operate between 7:00 am and 3:00 pm there would be average of approximately four trucks per hour. These would represent a total of 8 truck trips an hour (four in and four out) that could occur in the AM peak hour. The Transportation Research Board (HCM2010 Highway Capacity Manual) identifies a passenger car equivalent (PCE) factor of 2.0 for trucks (as trucks are larger and less maneuverable than passenger cars), so 8 hourly truck trips is the equivalent of 16 passenger car trips. This low volume of trips would represent only 1% of existing AM peak hour traffic volumes on Figueroa Street adjacent to the Development Site, and The above mentioned truck trips would also would not be expected to cause significant traffic impacts for this reason.

During the excavation phase, there would be up to 75 trucks per day for a period of one-and-a-half months. Again assuming trucks would operate between 7:00 am and 3:00 pm there would be average of approximately 20 truck trips per hour (10 in and 10 out). This would represent a total of 40 car equivalent trips per hour. This low volume of trips would represent only 3% of existing AM peak hour traffic volumes on Figueroa Street adjacent to the Development Site for a very short period, and would not be expected to cause significant traffic impacts for this reason.

Otherwise, the highest volume of truck trips would occur during the 12 months of building construction and exterior and interior finishing phases. During this time there would be between 70 and 115 daily truck trips between 7:00am and 3:00 pm (average of between 9 and 14 per hour). These would represent a total of 18 to 28 truck trips an hour which would be the equivalent of 36 to 56 passenger car trips. Most of these trips would occur in off-peak hours, but 36 to 56 trips could occur during the AM peak hour. This low volume of trips would represent only 4% of existing AM peak hour traffic volumes on Figueroa Street adjacent to the Development Site, and would not be expected to cause significant traffic impacts for this reason.

During the final 11 months of construction, during the exterior and interior finishing phase, there would be up to 45 trucks per day, which would represent approximately 23 trips per hour. Most of these trips would occur in off-peak hours, but 23 trips could occur during the AM peak hour. This low volume of trips would represent only 1.5% of existing AM peak hour traffic volumes on Figueroa Street adjacent to the Development Site, and not be expected to cause significant traffic impacts for this reason.

The above identified construction truck trips would in each case be less than the number of trips identified to be generated by the Project in operation earlier in this report (see Chapter 3). As it was concluded earlier that the Project in operation would not cause any significant impacts, then it can be also concluded that the construction truck trips would not cause any significant impacts. With the low projected hourly volumes, and with the implementation of the identified Project Design Features pertaining to the scheduling, organization, and control of truck traffic to and from the site, trucks impacts would be less than significant.

### Construction Worker Traffic & Parking

The number of construction workers working on-site at one time would vary throughout the construction process in order to maintain an effective schedule of completion. It is estimated that during the construction period the number of workers that would be on-site at any given time would typically range from approximately 40 to a peak of approximately 550 workers for a twelve-month period during the construction and exterior and interior finishing phases.

Not all workers would drive, as some workers would be expected to take transit and to rideshare. Construction workers would generally be on-site before 7:00 AM, and the vast majority would leave the Development Site around 3:30 PM, meaning that the workers would therefore travel before the morning and evening peak commute hours, so there would be no impacts during the peak hours. Up to potentially 10% of workers could leave after 3:30 PM. Based on the 550-maximum number of workers expected on-site for a twelve-month period, and assuming 20% of workers would take transit or rideshare (consistent with trip generation analysis for operations of similar projects in downtown given the high level of transit service to downtown), approximately 44 worker trips could occur in the PM peak hour (if all the remaining workers at the site left in the same hour). This would represent about 44% of the 95 net outbound PM peak hour trips estimated for the Project when in operation. As the analysis in Chapters 4 and 6 identified no significant impacts in the PM peak hour for the Existing With Project and Future

With Project operational conditions, this lower number of trips would not constitute a significant impact.

During other construction periods, the number of workers would be far less, with up to 40 workers during the site preparation & demolition phase and the excavation phase, and up to 50 workers during the foundations stage.

Traffic impacts from construction worker trips would, therefore, be less than significant.

Parking for construction workers would be provided at off-site locations within convenient walking distance to the Development Site. Construction worker parking would not be permitted on-street. The Project is therefore not expected to cause any significant impacts from construction parking.

### Roadway Lane and Sidewalk Closures

It is expected that construction activities will necessitate the closure of the curb lane and the bike lane on the east side of Figueroa Street adjacent to the Development Site. The number of lanes on Figueroa Street north of the Development Site and approaching the intersection with 3<sup>rd</sup> Street would remain the same. With the temporary closure of the bike lane, the right lane on Figueroa Street could be marked with bicycle sharrows emphasizing shared use of the lane. Construction activities would also require the closing of the curb lane on the north side of 4<sup>th</sup> Street adjacent to the Development Site. There is currently no parking allowed adjacent to the Development Site (red curbs), although construction activity may require the temporary removal of a few parking spaces on Fourth Street east of the Development Site (up to 3 or 4 spaces). Due to the temporary nature of the lane closures, there would be no significant impacts to traffic circulation.

On Figueroa Street, one additional traffic lane would need to be closed for concrete pouring up to a maximum of twice a week, which could occur during peak hours, over an approximately two-year period. Foundation pours could occur either from the curb lane or within the concrete pours from the adjacent traffic lane up to twice a week. Because any traffic lane closures would be infrequent and temporary, and because they would be subject to the Construction Traffic Management Plan and Worksite Traffic Control Plan, there would be no significant impacts to traffic circulation.

The sidewalk on Figueroa Street adjacent to the Project would be closed during the construction period. The applicant owns the building adjacent to the sidewalk for the entire block between 4<sup>th</sup> and 3<sup>rd</sup> Streets. There are no street level land uses, and only garage driveways (which would remain open during construction). On 4<sup>th</sup> Street the sidewalk would need to be closed for the duration of construction. Again there are no street level land uses or pedestrian entrances to the building at this location. If LADBS/other applicable agencies determine that alternative egress route(s) are necessary, the Project would provide safe alternative egress route(s) to the



surrounding public-right(s)-of-way in compliance with the applicable building code and City laws.

The proposed lane and sidewalk closures on 4<sup>th</sup> Street and Figueroa Street are necessary because existing buildings and structures tightly circumscribe construction staging areas and construction access to the Development Site.

The Development Site is closely surrounded by existing buildings and structures. The Project itself is located on an existing five-level parking garage and concourse, the vast majority of which will remain in operation during the construction process. Approximately 43 feet to the east of the Development Site is an existing eight-level commercial office building, also located on top of the existing five-level parking garage and concourse, which will also continue to be occupied during construction of the Project. On the Development Site's south boundary, 4<sup>th</sup> Street is lined with mature trees. Furthermore, the 4<sup>th</sup> Street ramp and pedestrian bridges across 4<sup>th</sup> Street and Figueroa Street limit staging and heavy equipment locations.

Consequently, unimpeded access to Figueroa Street from within the proposed lane and sidewalk closure area is critical for construction due to the limited access points to the Development Site construction area. Because of the circumscribed nature of the Development Site, the vast majority of construction logistics activity, including deliveries, staging, concrete pumping, hauling, and crane picks, would need to occur in the portions of Figueroa Street and 4<sup>th</sup> Street abutting the Development Site. These construction activities would require the closure of the abutting sidewalks and variable portions of the adjacent Figueroa Street and 4<sup>th</sup> Street roadways. Moreover, mobile construction cranes and other heavy equipment would need to be located in the proposed closure area. Due to the extent of construction activities within the Development Site, the 4<sup>th</sup> Street and Figueroa Street pedestrian bridges would need to be closed during the construction period. Alternative pedestrian access would remain available on Flower Street, 3<sup>rd</sup> Street, and along the portion of Figueroa Street north of the Development Site, as well as via the 3<sup>rd</sup> Street pedestrian bridge.

Because site constraints require construction activity within the lane and sidewalk closure areas, a pedestrian canopy is not included within either the proposed lane or sidewalk closure area for safety reasons.

A pedestrian elevator entrance to the existing building on Figueroa Street within the project limits would be closed during construction. During construction, pedestrians would be able to enter through the parking entrance on Figueroa, located in the middle of the block between 3<sup>rd</sup> and 4<sup>th</sup> Street, and take an elevator that leads to the first floor concourse of the existing building. Alternatively, pedestrians could use the Flower side entrance for access to the building from the street level.

For the Figueroa Street sidewalk closure an alternate pedestrian route would be identified from 4<sup>th</sup> Street to 3<sup>rd</sup> Street on the west side of Figueroa Street. Because this route would be so similar and geographically close to the sidewalk to be closed, it is anticipated there would be no significant pedestrian impacts from this sidewalk closure.

For the Fourth Street sidewalk closure, an alternate pedestrian route would be identified between Hope Street and Figueroa Street via 5<sup>th</sup> Street. Because this an alternate route would be available it would constitute a temporary condition but would not be a significant impact. Pedestrian access to the east sidewalk on Figueroa Street south of 4<sup>th</sup> Street would be maintained.

Some internal pedestrian easements through the Development Site would be closed during construction, so connections to the pedestrian bridges and the pedestrian bridges over Figueroa Street and 4<sup>th</sup> Street would also be temporarily closed. Convenient alternate pedestrian routes would be available at grade on existing sidewalks on Flower Street, 4<sup>th</sup> Street, and Figueroa Street. Impacts on pedestrians would be temporary and less than significant because alternate routes would be available.

A charter school is currently located within the World Trade Center Building. Staff park in the garage and student drop-off/pick-up occurs within the garage. As garage access would be maintained throughout construction, there would be no impacts on these activities. There are no school buses serving the site. Pedestrian access to the school is via an elevator on Figueroa Street within the Development Site. This would be closed during construction. During construction, pedestrians would be able to enter through the parking entrance on Figueroa, located in the middle of the block between 3<sup>rd</sup> and 4<sup>th</sup> Street, and take an elevator that leads to the first floor concourse of the existing building. Alternatively, pedestrians could use the Flower side entrance for access to the building from the street level. The 3<sup>rd</sup> Street and Flower Street sidewalks would remain open during construction, as would the 3<sup>rd</sup> Street and Flower Street pedestrian bridges. Impacts would therefore be less than significant.

The American University Preparatory School is a private, grades 9-12 school located at 345 S Figueroa St. across for the Development Site (described in Chapter 6.4) . The Proposed Project would not affect the school access on the west side of Figueroa Street. Some internal pedestrian easements through the Development Site would be closed during construction, so connections to the pedestrian bridges and the pedestrian bridges over Figueroa Street and 4<sup>th</sup> Street would also be temporarily closed. Alternate pedestrian routes for students would be available to Bunker Hill destinations such as the YMCA and Coburn School, on existing sidewalks on Figueroa Street, Flower Street, 3<sup>rd</sup> Street, 5<sup>th</sup> Street. Impacts on pedestrians would be temporary and less than significant because alternate routes would be available.

On-street parking is currently not allowed on 4<sup>th</sup> Street, or on Figueroa Street, adjacent to the Development Site. Construction activities may require the removal of up to four parking spaces on Fourth street immediately east of the Development Site. Because of the very low number of spaces involved and because the removal would be temporary, there would therefore be no significant construction impacts on parking.

Project construction would not close, or block access to any properties in the vicinity of the Development Site. There would therefore be no significant impacts on access.

There is a bus stop on Figueroa Street adjacent to the Development Site. This would have to be temporarily relocated during construction. There are alternative bus stop sites available to the north on the same block, and the final temporary location of the relocated stop will be determined as part of the Construction Traffic Management Plan and the Worksite Traffic Control Plan to be approved by LADOT and coordinated with Metro. With these measures, Project construction would not cause any significant impact to bus routes.

## **7. Mitigation Measures**

As the preceding analysis has determined that there would be no significant traffic impacts at intersections, no access impacts, no CMP or freeway impacts, and no CMP transit impacts caused by the Project, no mitigation measures are necessary.