
IV. ENVIRONMENTAL IMPACT ANALYSIS

N. TRANSPORTATION AND TRAFFIC

The following section summarizes the information provided in the traffic report entitled Traffic Impact Analysis for a Proposed Residential Development, 2055 Avenue of the Stars, Los Angeles (the “Traffic Report”), prepared by Overland Traffic Consultants in August 2005. The Traffic Report is provided as Appendix H to this Draft EIR.

ENVIRONMENTAL SETTING

Traffic volume data was collected and field surveys were conducted in the study area to determine the roadway and intersection geometry and traffic signal operations. Future intersection configurations for Santa Monica Boulevard were provided by the City of Los Angeles. Figure IV.N-1 illustrates the study locations, type of intersection traffic control and lane configurations for the future project impact analysis. A brief description of the effected roadway facilities is provided below with the street plans of the roadways, city street standards and the West Los Angeles Community Plan area (CPA) Highway Circulation Map provided in Appendix B to the Traffic Report (found in Appendix H to this Draft EIR).

Freeway and Street Characteristics

Freeways serving the project site are the Santa Monica Freeway (I-10) and the San Diego Freeway (I-405), which are both approximately two miles south and west, respectively.

Project access to the San Diego Freeway is primarily provided via Santa Monica Boulevard with partial ramps at Tennessee Avenue south of Olympic Boulevard. This north-south freeway provides access through the San Fernando Valley and West Los Angeles to Orange County with an average daily traffic volume of approximately 310,000 vehicles per day, measured at Santa Monica Boulevard.

Project access to the Santa Monica Freeway is primarily provided via Overland Avenue and Robertson Boulevard. This east-west freeway provides access between the City of Santa Monica and downtown Los Angeles with an average traffic volume of 270,000 vehicles per day measured at Overland Avenue.

Major east-west streets providing access to the Century City area include Olympic Boulevard, Santa Monica Boulevard, and Pico Boulevard. Key north-south streets serving the study area include Overland Avenue, Beverly Glen Boulevard, Motor Avenue, and Avenue of the Stars.

Santa Monica Boulevard is designated a Major Class I Highway and a State Highway (SR 2). Santa Monica Boulevard is currently under reconstruction between the I-405 and the City of Beverly Hills. The reconstruction will join the existing north and south roadways and provide three to four lanes in each direction, landscaped medians, and frontage roads for access to local streets.

Figure IV.N-1 Study Intersection Lane Configurations

Olympic Boulevard is designated a Major Class I Highway and grade separated from Avenue of the Stars. East-west ramp access between Avenue of the Stars and Olympic Boulevard is provided. The existing project driveway on Avenue of the Stars is located opposite the westbound Olympic Boulevard on/off ramp. During peak hours, Olympic Boulevard provides three lanes in the peak direction.

Pico Boulevard, a major east-west Class II Highway provides three lanes during peak hours with two lanes and metered parking during off-peak hours.

Overland Avenue is a two-lane Collector Street north of Pico Boulevard and a Major Highway Class II south of Pico Boulevard providing two lanes in each direction and direct access to the Santa Monica Freeway.

Beverly Glen Boulevard runs from Pico Boulevard northerly to the San Fernando Valley and is designated a Major Highway Class II with two lanes in each direction.

Motor Avenue south of Pico Avenue to Manning Avenue is designated a Collector Street and a Secondary Major Highway south of Manning Avenue. The roadway provides one lane in each direction south of Monte Mar Drive with two lanes northbound and one to two lanes southbound north of Monte Mar Drive.

Avenue of the Stars is designated a Major Highway through Century City with three lanes in each direction. Additional internal access streets within Century City include Constellation Boulevard, Century Park East, and Century Park West, which are all designated as Secondary Highways.

Century Park West is a north-south designated Secondary Highway between Santa Monica Boulevard and Olympic Boulevard. The roadway provides two to four lanes with turn lanes in each direction. Parking is not permitted on Century Park West.

Century Park East is a north-south designated Secondary Highway that runs along the east side of the Century City plan area between Santa Monica Boulevard and Pico Boulevard. The roadway provides three lanes in each direction. On-street parking is prohibited on Century Park East.

Constellation Boulevard is an east-west designated Secondary Highway within Century City that runs between Century Park West and Century Park East. Three lanes in each direction and left-turn channelization are provided.

Transit Service

Local public transportation in the project area is provided by the Metropolitan Transportation Authority (Metro), the City of Los Angeles Department of Transportation (LADOT) Commuter Express service, and the local Culver City Bus and Santa Monica's Big Blue Bus routes. Regional express service is also provided by the Santa Clarita Transit Authority and the Antelope Valley Transit Authority.

Routes serving Century City include Metro Routes 4, 304, 28, 328, 16, and 316. Other local lines serving the Century City area are provided by the Santa Monica's Big Blue Bus with Routes 5, 7, and 13 and Culver City Bus providing Line 3. LADOT provides the Commuter Express Lines 573 and 574 with regional commuter Lines 797 and 792 by the Santa Clarita Transit and Route 786 provided by the Antelope Valley Transit Authority. The transit lines are illustrated in Appendix C to the Traffic Report, which can be found in Appendix H to this Draft EIR.

Analysis of Existing Traffic Conditions

New traffic counts could not be collected due to changes in local traffic patterns from the reconstruction of Santa Monica Boulevard between the City of Beverly Hills and the I-405. Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts collected in 2001 as provided by LADOT. Base counts were factored up to the current 2005 study year by applying a six percent growth factor (1.5 percent per year from 2005 to 2009) to establish a baseline traffic volume. Base 2005 peak hour traffic volumes are illustrated in Figure IV.N-2 and Figure IV.N-3 for the A.M. and P.M. peak hour.

The traffic conditions analysis was then conducted using the Critical Movement Analysis (CMA) method. All study intersections were evaluated using this methodology pursuant to the criteria established by the LADOT. The baseline peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine the intersection's operating condition prior to the reconstruction of the Santa Monica Boulevard project.

A CMA analysis of the existing baseline and future traffic conditions analysis has been completed at those locations expected to have the highest potential for significant traffic impacts. Morning and afternoon peak hour conditions have been evaluated at 19 key intersections selected by LADOT for review. Low volume intersections or intersections with minimal project traffic are not included in the significance test. It should be noted that future traffic conditions include the reconstruction of Santa Monica Boulevard currently under construction and the development of 66 other development projects in the general vicinity of the project site. The intersections studied are:

- 1) Avenue of the Stars & Santa Monica Boulevard (n);
- 2) Avenue of the Stars & Santa Monica Boulevard (s);
- 3) Avenue of the Stars & Constellation Boulevard;
- 4) Avenue of the Stars & Olympic Boulevard-westbound ramp;
- 5) Avenue of the Stars & Olympic Boulevard-eastbound ramp
- 6) Avenue of the Stars & Galaxy Way;

Figure IV.N-2 AM Existing

Figure IV.N-3 PM Existing

- 7) Avenue of the Stars & Empyrean Way;
- 8) Avenue of the Stars & Pico Boulevard;
- 9) Santa Monica Boulevard (s) & Century Park West;
- 10) Constellation Boulevard & Century Park West;
- 11) Olympic Boulevard & Century Park West;
- 12) Santa Monica Boulevard (n) & Century Park East;
- 13) Santa Monica Boulevard (s) & Century Park East;
- 14) Constellation Boulevard & Century Park East;
- 15) Olympic Boulevard & Century Park East;
- 16) Pico Boulevard and Century Park East;
- 17) Pico Boulevard and Motor Avenue;
- 18) Pico Boulevard and Beverly Glen Boulevard; and
- 19) Pico Boulevard and Overland Avenue.

The CMA procedure uses a ratio of the intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) divided by the capacity (C) value represents the intersection V/C ratio. Intersection capacity represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming all approaches were operating at full capacity. CMA ratios provide an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a CMA value of 0.70, the intersection is operating at 70 percent capacity with 30 percent unused capacity. Once the volume-to-capacity ratio (i.e., CMA value) has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table IV.N-1.

By applying the capacity procedures to the intersection data, the CMA values and the corresponding LOS for existing traffic conditions were calculated at each intersection. The existing LOS values for the study

intersections are summarized in Table IV.N-2. Supporting capacity worksheets are contained in Appendix F to the Traffic Report, which can be found in Appendix H to this Draft EIR.

Potential traffic impacts caused by a development project that exceed limits established by the City of Los Angeles as specified in the TIMP are deemed significant traffic impacts. All significantly impacted intersections are then evaluated for possible traffic mitigation measures. Non-significant traffic impacts that do not exceed the significant thresholds but add to the ambient traffic growth (i.e., cumulative traffic impacts) are mitigated by the traffic impact fee program adopted in the TIMP ordinance.

**Table IV.N-1
Level of Service Definitions**

LOS	V/C Ratio	Operating Conditions
A	0.00-0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60-0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.70-0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.80-0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90-1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

Source: Overland Traffic Consultants, Inc., August 2005.

Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

- a) Traffic counts (2001 base) plus ambient growth (added 6 %) to 2005 base study year (2001 base counts used because of current construction activity);
- b) Base year 2005 plus ambient growth to 2009 (added additional 6 %);
- c) Traffic in (b) plus related projects (future “without project” scenario);

- d) Traffic in (c) plus the proposed project traffic (future “with project” scenario); and
- e) Traffic in (d) plus recommended traffic mitigation, if necessary.

**Table IV.N-2
Existing Levels of Service at Study Intersections**

No.	Intersection	AM Peak Hour		PM Peak Hour	
		CMA	LOS	CMA	LOS
1	Ave. of the Stars & Santa Monica Bd. (n)	0.849	D	0.775	C
2	Ave. of the Stars & Santa Monica Bd. (s)	0.523	A	0.559	A
3	Ave. of the Stars & Constellation Bd.	0.704	C	0.620	B
4	Ave. of the Stars & Olympic Bd. WB	0.470	A	0.467	A
5	Ave. of the Stars & Olympic Bd. EB	0.377	A	0.358	A
6	Ave. of the Stars & Galaxy Way	0.311	A	0.478	A
7	Ave. of the Stars & Empyrean Way	0.405	A	0.355	A
8	Ave. of the Stars & Pico Bd.	0.810	D	0.829	D
9	Santa Monica Bd. (s) & Century Park West	0.328	A	0.404	A
10	Constellation Bd. & Century Park West	0.264	A	0.242	A
11	Olympic Bd. & Century Park West	0.729	C	1.089	F
12	Santa Monica Bd. (n) & Century Park East	0.772	C	0.698	B
13	Santa Monica Bd. (s) & Century Park East	0.656	B	0.661	B
14	Constellation Bd. & Century Park East	0.375	A	0.600	A
15	Olympic Bd. & Century Park East	0.768	C	0.809	D
16	Pico Boulevard and Century Park East	0.655	B	0.664	B
17	Pico Boulevard and Motor Avenue	1.295	F	1.28	F
18	Pico Boulevard and Beverly Glen Boulevard	0.745	C	0.671	B
19	Pico Boulevard and Overland Avenue	1.171	F	1.274	F

Source: Overland Traffic Consultants, Inc., August 2005.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

The traffic impact of proposed project’s traffic volume has been calculated by adding the project volume to the above without project traffic estimates. Comparing the changes in the traffic conditions between the without and with project traffic volume scenarios provides the data to determine if the project traffic volume creates a significant traffic impact which would require traffic mitigation at any of the study intersections. According to the traffic impact standards adopted by LADOT for the environmental assessment and approved for this study, a traffic impact is considered significant if the related increase in the CMA value equals or exceeds the thresholds shown in Table IV.N-3.

**Table IV.N-3
CMA Thresholds**

LOS	Final CMA Value	Increase in CMA Value
C	0.71 - 0.80	+ 0.04
D	0.81 - 0.90	+ 0.02
E, F	> 0.90	+ 0.01 or more
<i>Source: Overland Traffic Consultants, Inc., August 2005.</i>		

Project Impacts

Construction Impacts

Construction of the project would require demolition of all existing structures, grading, and construction of the proposed project. Traffic during construction activities would be generated by construction equipment, crew vehicles, haul trucks, and vehicles delivering building materials. The number of construction workers and construction equipment would vary throughout the construction process in order to maintain a reasonable schedule of completion. However, it is estimated that the project would require 0.32 workers per 1,000 s.f. of development per day during the peak construction period, which would generate less traffic volume than generated the former St. Regis Hotel.

All haul trucks would be brought onto the project site and be stored within the perimeter fence of the construction site. No detours around the construction site are expected; however, flagmen would be used as necessary to control traffic movement during the ingress and egress of trucks and heavy equipment. Construction hours and days are planned to occur from 7:00 A.M. to 6:00 P.M., Monday through Friday as directed by the Mayor of Los Angeles with overtime hours and some weekends as required. The amount of export material at the site for the construction of the subterranean parking is estimated at 36,700 cubic yards. During the early stages of the grading operation it is estimated that moving this amount of material would generate up to approximately 20 truckloads per day or approximately 40 directional trips for 88 days.

Based on current construction activity within the Century City area, three haul route options have been identified for the project demolition and excavation. The preferred haul route (see Option 1 in Figure IV.N-4a) would direct traffic north on Avenue of the Stars to Santa Monica Boulevard and west to the San Diego Freeway. However, this route may not be available because of the current reconstruction activity along this segment of Santa Monica Boulevard. In the event that Santa Monica Boulevard is not available, two other haul routes have been identified that direct traffic to the Santa Monica Freeway. The second haul route option (see Option 2 in Figure IV.N-4b) would be to direct traffic to Olympic Boulevard using the ramps on Avenue of the Stars, then east along Pico Boulevard to Robertson Boulevard and then south to the Santa Monica Freeway. The third haul route option (see Option 3 in Figure IV.N-4c) would be to travel south on Avenue of the Stars, west on Pico Boulevard and south on Overland Avenue to the Santa Monica Freeway. Return trips would travel the same routes. Lastly, to minimize haul route impacts, a combination of the three routes could be adopted to reduce the duration of

the haul route impacts on a single route (e.g., establishing a haul route schedule that would rotate the route between all three routes utilize each for a specified time frame).

Construction equipment would generally be contained onsite. At times when onsite staging would not be available, a street use permit would be required to stage larger construction equipment and trucks in the Avenue of the Stars curb lane, adjacent of the project site. Construction workers would not be allowed to park on the residential neighborhood streets. Offsite parking areas, such as the existing parking structure located immediately to the west of the project site, would be used for construction worker parking. Such offsite parking areas are located within walking distance of the project site.

It is likely that short-term traffic impacts would occur in the immediate area during the busiest construction phase (i.e., foundation, building shell and finish construction phases). Therefore, mitigation measures are provided below, to address this potentially significant, albeit temporary impact.

Figure IV.N-4a, Haul Route Map, Option 1

Figure IV.N-4b, Haul Route Map, Option 2

Figure IV.N-4c, Haul Route Map, Option 3

Traffic Generation

Traffic-generating characteristics of many land uses have been surveyed by the Institute of Transportation Engineers (ITE) and published in the Trip Generation handbook, 7th Edition. This publication of traffic generation data is the industry standard for estimating traffic generation for different land uses. The project traffic estimates, however, have been calculated pursuant to the Century City North Specific Plan (Specific Plan) and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP) trip factors. It should be noted that the prior editions of the ITE Trip Generation handbook were used to develop the trip factors contained in both ordinances.

Daily trip factors are provided in the Specific Plan ordinance and afternoon peak hour traffic factors are provided in the TIMP ordinance as contained in Appendix D to the Traffic Report (see Appendix H to this Draft EIR). For uses not listed in the Specific Plan and TIMP ordinances and for the morning peak hour trips, the ITE 7th Edition Trip Generation database was used. Furthermore, traffic estimates for the private membership facility were developed in consultation with LADOT because of its unique blend of private uses that are not listed in either the Specific Plan, TIMP ordinances, or the ITE 7th Edition Trip Generation database. Worksheets showing the calculation of the traffic estimates for the private membership facility and internal trip linkages between uses are contained in Appendix D to the Traffic Report (see Appendix H to this Draft EIR).

In addition, peak hour traffic generation surveys were completed for two existing high-rise condominiums located on Wilshire Boulevard near Westwood. The purpose of the traffic survey was to collect traffic volume data from local high-rise condominium developments and compare the results with traffic generation estimates contained in the ITE Trip Generation handbook. This comparison provides additional information relative to the traffic rates, which were used to develop traffic estimates for high-rise condominium projects located in the Century City area of Los Angeles.

The two high-rise condominiums were surveyed during the morning peak hours (7:00 – 9:00 A.M.) and afternoon peak hours (4:00 – 6:00 P.M.). The condominiums surveyed included the Blair House (128 units), which is located at 10490 Wilshire Boulevard, and the Wilshire Regent (208 units), which is located at 10490 Wilshire Boulevard. The surveys were conducted on Wednesday May 3 and Thursday May 4, 2005 (see Appendix D to the Traffic Report, located in Appendix H to this Draft EIR).

The results of the condominium surveys were tabulated and the weighted average peak hour traffic rates per unit were calculated. The condominium surveys results are summarized below in Table IV.N-4 and were compared to the traffic rates published by the ITE for high-rise condominiums.

As shown in the table below, the survey trip generation data is significantly lower than the ITE trip generation for high-rise condominiums. Based on this data comparison, it is very likely that traffic volume estimates for high-rise condominium projects in Century City are conservative using the ITE trip rates.

**Table IV.N-4
Condominium Trip Generation Comparison**

Source	AM Peak Hour	PM Peak Hour
ITE High Rise Condominium	0.34	0.38
Wilshire Blvd. High Rise Condominium	0.20 ^a	0.30 ^b
^a An average of the two condominiums surveyed (Wilshire Regent: 0.17 AM Trips per unit, Blair House: 0.24 AM Trips per unit). Refer to Appendix D to the Traffic Report (located in Appendix H to this Draft EIR) for detailed Trip Generation Survey Results.		
^b An average of the two condominiums surveyed (Wilshire Regent: 0.16 PM Trips per unit, Blair House: 0.53 PM Trips per unit). Refer to Appendix D to the Traffic Report (located in Appendix H to this Draft EIR) for detailed Trip Generation Survey Results.		

Based on the LADOT approved trip generation rates contained in Table IV.N-5, estimates of the proposed project's traffic volume were calculated. With the current mix of residential and commercial uses, the proposed project with either development option would be expected to generate less traffic than the former St. Regis Hotel. As previously stated, the proposed project was designed to generate less traffic than the prior use. Table IV.N-6 shows the detailed trip estimates for each component of the proposed project.

**Table IV.N-5
Project Trip Generation Rates**

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
High-rise Condo (per unit)	7.55	0.34	0.06	0.28	0.38	0.24	0.14
Restaurant (per 1,000 sf)	45	0.81	0.49	0.32	7.39	4.95	2.44
Specialty Retail (per 1,000 sf)	35	1.33	0.80	0.53	5.0	2.20	2.80
Hotel (per room)	10	0.56	0.34	0.22	0.76	0.37	0.39
<i>Source: Overland Traffic Consultants, Inc., August 2005.</i>							

**Table IV.N-6
Estimated Project Traffic Generation**

Proposed Land Use	Daily Traffic	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Option A:							
147 unit condominium	1,110	50	10	40	56	35	21
7,000 sf restaurant	315	6	4	2	52	35	17
27,000 sf specialty retail	945	36	22	14	135	59	76
Less Internal Trip	-	-	-	-	-38	-19	-19
Less 297 room hotel	-2,970	-166	-101	-65	-226	-111	-115
Net Trips Option A	-600	-74	-65	-9	-21	-1	-20
Option B:							
147 unit condominium	1,110	50	10	40	56	35	21
7,000 sf restaurant	315	6	4	2	52	35	17
43,000 sf private club	1,505	104	52	52	111	55	56
Less 297 room hotel	-2,970	-166	-101	-65	-226	-111	-115
Net Trips Option B	-40	-6	-35	29	-7	-14	-21
<i>Source: Overland Traffic Consultants, Inc., August 2005.</i>							

Traffic Distribution

A primary factor affecting trip direction is the spatial distribution of population and employment centers which would generate project trip origins and destinations. The estimated project directional trip distribution is also based on the study area roadway network, traffic flow patterns in and out of Century City, and consistency with previously approved traffic studies for Century City.

Figure IV.N-5 illustrates the estimated area-wide project traffic distribution percentages. Figure IV.N-6 shows the estimated project traffic percentages at the selected study intersections. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in the Table IV.N-6, peak hour traffic volumes at each study location have been calculated and are shown in Figures IV.N-7 and IV.N-8, for development options A and B, respectively. This estimated assignment of the project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the project at the study intersections.

Figure IV.N-5 Project Trip Distribution

Figure IV.N-6 Project Assignment Percentages

Figure IV.N-7 Project Peak Hour Traffic Volume (option A)

Figure IV.N-8 Project Peak Hour Traffic Volume (option B)

Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

- a) Existing traffic + ambient growth to 2009 study year (added 6 percent total)¹;
- b) Traffic in (a) + related projects (without project scenario);
- c) Traffic in (b) + the proposed project traffic (with project scenario); and
- d) Traffic in (c) + the proposed traffic and mitigation, if necessary.

As also discussed in Section II.B of this Draft EIR, the future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development lists were obtained from the LADOT and the City of Beverly Hills. The list identifies those projects that could produce additional traffic at the study intersections by the future study year 2009. It should be noted that the proposed project, or any actions taken by the City regarding the proposed project, does not have a direct bearing on these other proposed related projects.

The locations of 66 related projects are shown in Figure II-9 and listed in Table II-1. Estimates of the peak hour trips generated by the other developments were calculated by applying ITE trip generation rates to evaluate future traffic conditions with the related projects. The potential changes in traffic from the related projects are shown in the worksheets contained in Appendix E to the Traffic Report (see Appendix H to this Draft EIR).

The potential traffic impact of the total traffic growth has been calculated by adding the baseline traffic volume, the ambient growth factor and traffic from other development projects. Future cumulative “without project” peak hour traffic volume estimates are shown in Figures IV.N-9 and IV.N-10 for the morning and afternoon, respectively. The future level of service traffic conditions with the ambient traffic growth plus other development (i.e., related projects) traffic are shown in Table IV.N-7.

The estimated proposed project impact values are shown below in Table IV.N-8 for development Option A and Table IV.N-9 for Option B. As shown, none of the study intersections are impacted by either project’s volume using the significant impact criteria established by LADOT. It should be noted that the impact analysis does not consider any changes to the intersection configuration except for the reconstruction of the Santa Monica Boulevard study intersections. Future cumulative “with project” peak

¹ Based on 1.5 percent per year from 2005 to 2009.

hour traffic volumes for both development options are shown in Figures IV.N-11 thru IV.N-14 for the morning and afternoon peak hours, respectively.

Congestion Management Program Review

The Congestion Management Program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network which includes all State highways and some arterials within the County of Los Angeles. If the level of service standard deteriorates on the CMP network, then the local jurisdiction must prepare a deficiency plan to be in conformance with the LA County CMP. The intent of the CMP is to provide information to decision makers to assist in the allocation of transportation funds through the State Transportation Improvement Program (STIP) process.

A CMP traffic impact analysis is required if a project will add 150 or more trips to the freeway, in either direction during either the A.M. or P.M. weekday peak hour. An analysis is also required at all CMP monitoring intersection where a project would add 50 or more peak hour trips. The two nearest CMP intersections are Wilshire Boulevard and Beverly Glen Boulevard, and Santa Monica Boulevard and Wilshire Boulevard. The proposed project is a trip neutral project and as shown in Figures IV.N-6 and IV.N-7; therefore, the proposed project peak hour traffic volume would not exceed the CMP limits. Based on this information, no additional CMP intersection or freeway analysis is necessary.

Parking

Parking for all residents and visitors would be primarily provided by valet. All residential parking would be provided onsite. As required by the LAMC and Advisory Agency policy: (1) two parking spaces for each condominium unit would be provided (on several subterranean parking levels); and (2) one guest space for every two condominium units would be provided (on the subterranean parking levels and in a stacked parking arrangement in several unstriped, at-grade, guest service areas). Additional parking for the project-related amenities (i.e., resident-focused specialty uses or private membership facility) and restaurant would be accommodated in the offsite parking garage immediately to the west of the project site. At a minimum, all LAMC-required parking spaces would be available in the offsite parking structure for this purpose. The offsite parking structure includes approximately 3,000 public parking spaces. Therefore, adequate parking would be provided for the proposed project and no parking-related impacts would occur.

CUMULATIVE IMPACTS

Cumulative Construction Impacts

Several of the related projects (listed Table II-2, Related Projects List) may have overlapping construction schedules with the proposed project and, thereby, potentially combining with the proposed project to result in a cumulative construction impact. The related projects that have the potential to result in a

cumulative impact, in combination with the proposed project, include related project nos. 45, 48, 49, and 52. In addition, there is a potential for the construction of the Santa Monica Boulevard Transit Parkway project (SMBTP) to occur concurrently with the proposed project. Based on current construction activity, it is likely that the SMBTP will be completed in the summer of 2006, and construction of related project nos. 48 and 52 will be completed prior to the construction of the proposed project. Only related project nos. 45 and 49 may overlap with the proposed project construction schedule.

The City of Los Angeles has a construction committee that reviews major projects located within an area generally bounded by Pico/Wilshire/City of Beverly Hills and City of Santa Monica. The committee meets weekly to manage and mitigate the cumulative traffic circulation impacts of construction activities, per Ordinance 170607. The three proposed haul route options or route combinations for the proposed project together with the project mitigation measures listed below with the committee oversight would minimize any potential cumulative construction impacts. Furthermore, the Mayor of the City of Los Angeles has directed the City to limit all construction hours on major streets to the off-peak hours between 9:00 A.M. to 3:30 P.M. Monday through Friday and 8:00 A.M. to 6:00 P.M. on Saturdays.

Cumulative Operational Impacts

The analysis of traffic impacts considers the effects of both background growth in the region and the related projects listed in Table II-1. Consequently, the potential impacts of cumulative growth are already incorporated into the traffic model and are equivalent to those indicated for the “Future With Project” condition above. As impacts under the “Future With Project” condition would not be considered significant, as discussed above, cumulative impacts would be less than significant.

**Table IV.N-7
Future Traffic Conditions Without Project**

No.	Intersection	Peak Hour	Base		Future Without Project	
			CMA	LOS	CMA	LOS
1	Avenue of the Stars & Santa Monica Bd.	AM	N/A	-	1.279	F
		PM	N/A	-	0.993	E
2	Avenue of the Stars & Constellation Bd.	AM	0.704	C	0.691	B
		PM	0.620	B	0.978	E
3	Avenue of the Stars & Olympic Bd. WB	AM	0.470	A	0.663	B
		PM	0.467	A	0.586	A
4	Avenue of the Stars & Olympic Bd. EB.	AM	0.377	A	0.528	A
		PM	0.358	A	0.447	A
5	Avenue of the Stars & Galaxy Way	AM	0.311	A	0.410	A
		PM	0.478	A	0.582	A
6	Avenue of the Stars & Empyrean Way	AM	0.405	A	0.497	A
		PM	0.355	A	0.442	A
7	Avenue of the Stars & Pico Bd.	AM	0.810	D	1.015	F
		PM	0.829	D	1.005	F
8	Santa Monica Bd. & Century Park West	AM	N/A	-	1.123	F
		PM	N/A	-	1.028	F
9	Constellation Bd. & Century Park West	AM	0.264	A	0.335	A
		PM	0.242	A	0.319	A
10	Olympic Bd. & Century Park West	AM	0.729	C	0.836	D
		PM	1.089	F	1.242	F
11	Santa Monica Bd. & Century Park East	AM	N/A	-	1.155	F
		PM	N/A	-	0.854	D
12	Constellation Bd. & Century Park East	AM	0.375	A	0.530	A
		PM	0.600	A	0.666	B
13	Olympic Bd. & Century Park East	AM	0.768	C	0.875	D
		PM	0.809	D	0.932	E
14	Pico Bd. & Century Park East	AM	0.655	B	0.756	C
		PM	0.664	B	0.814	D
15	Pico Bd. & Motor Ave.	AM	1.295	F	1.589	F
		PM	1.286	D	1.511	F
16	Pico Bd. & Beverly Glen Bd.	AM	0.745	C	0.940	E
		PM	0.671	B	0.793	C
17	Pico Bd. & Overland Ave.	AM	1.171	F	1.325	F
		PM	1.274	F	1.397	F

Source: Overland Traffic Consultants, Inc., August 2005.

**Table IV.N-8
Future Traffic Conditions With Project (Option A)**

No.	Intersection	Peak Hour	Future Without Project		Future With Option A		
			CMA	LOS	CMA	LOS	Impact
1	Avenue of the Stars & Santa Monica Bd.	AM	1.279	F	1.264	F	-0.015
		PM	0.993	B	0.992	E	-0.001
2	Avenue of the Stars & Constellation Bd.	AM	0.691	B	0.691	B	N/C
		PM	0.978	E	0.978	E	N/C
3	Avenue of the Stars & Olympic Bd. WB	AM	0.663	B	0.671	B	+0.008
		PM	0.586	A	0.622	B	+0.036
4	Avenue of the Stars & Olympic Bd. EB.	AM	0.528	A	0.521	A	-0.007
		PM	0.447	A	0.446	A	-0.001
5	Avenue of the Stars & Galaxy Way	AM	0.410	A	0.406	A	-0.004
		PM	0.582	A	0.581	A	-0.001
6	Avenue of the Stars & Empyrean Way	AM	0.497	A	0.493	A	-0.004
		PM	0.442	A	0.441	A	-0.001
7	Avenue of the Stars & Pico Bd.	AM	1.015	F	1.010	F	-0.005
		PM	1.005	F	1.004	F	-0.001
8	Santa Monica Bd. & Century Park West	AM	1.123	F	1.120	F	-0.003
		PM	1.028	F	1.027	F	-0.001
9	Constellation Bd. & Century Park West	AM	0.335	A	0.335	A	N/C
		PM	0.319	A	0.319	A	N/C
10	Olympic Bd. & Century Park West	AM	0.836	D	0.834	D	-0.002
		PM	1.242	F	1.241	F	-0.001
11	Santa Monica Bd. & Century Park East	AM	1.155	F	1.154	F	-0.001
		PM	0.854	D	0.854	D	N/C
12	Constellation Bd. & Century Park East	AM	0.530	A	0.530	A	N/C
		PM	0.666	B	0.665	B	-0.001
13	Olympic Bd. & Century Park East	AM	0.875	D	0.874	D	-0.001
		PM	0.932	E	0.932	E	N/C
14	Pico Bd. & Century Park East	AM	0.756	C	0.752	C	N/C
		PM	0.814	D	0.814	D	N/C
15	Pico Bd. & Motor Ave.	AM	1.589	F	1.585	F	-0.004
		PM	1.511	F	1.510	F	-0.001
16	Pico Bd. & Beverly Glen Bd.	AM	0.855	D	0.940	E	N/C
		PM	0.793	C	0.792	C	-0.001
17	Pico Bd. & Overland Ave.	AM	1.325	F	1.324	F	-0.001
		PM	1.397	F	1.397	F	N/C

Source: Overland Traffic Consultants, Inc., August 2005.

**Table IV.N-9
Future Traffic Conditions With Project (Option B)**

No.	Intersection	Peak Hour	Future Without Project		Future With Option B		
			CMA	LOS	CMA	LOS	Impact
1	Avenue of the Stars & Santa Monica Bd.	AM	1.279	F	1.271	F	-0.008
		PM	0.993	E	0.992	E	-0.001
2	Avenue of the Stars & Constellation Bd.	AM	0.691	B	0.689	B	-0.002
		PM	0.978	E	0.980	E	+0.002
3	Avenue of the Stars & Olympic Bd. WB	AM	0.663	B	0.684	B	+0.021
		PM	0.586	A	0.625	B	+0.039
4	Avenue of the Stars & Olympic Bd. EB.	AM	0.528	A	0.526	A	-0.002
		PM	0.447	A	0.447	A	N/C
5	Avenue of the Stars & Galaxy Way	AM	0.410	A	0.408	A	-0.002
		PM	0.582	A	0.581	A	-0.001
6	Avenue of the Stars & Empyrean Way	AM	0.497	A	0.495	A	-0.002
		PM	0.442	A	0.441	A	-0.001
7	Avenue of the Stars & Pico Bd.	AM	1.015	F	1.014	F	-0.001
		PM	1.005	F	1.005	F	N/C
8	Santa Monica Bd. & Century Park West	AM	1.123	F	1.121	F	-0.002
		PM	1.028	F	1.027	F	-0.001
9	Constellation Bd. & Century Park West	AM	0.335	A	0.335	A	N/C
		PM	0.319	A	0.319	A	N/C
10	Olympic Bd. & Century Park West	AM	0.836	D	0.834	D	-0.002
		PM	1.242	F	1.241	F	-0.001
11	Santa Monica Bd. & Century Park East	AM	1.155	F	1.155	F	N/C
		PM	0.854	D	0.854	D	N/C
12	Constellation Bd. & Century Park East	AM	0.530	A	0.530	A	N/C
		PM	0.666	B	0.665	B	-0.001
13	Olympic Bd. & Century Park East	AM	0.875	D	0.874	D	-0.001
		PM	0.932	E	0.924	E	N/C
14	Pico Bd. & Century Park East	AM	0.756	C	0.756	C	N/C
		PM	0.814	D	0.814	D	N/C
15	Pico Bd. & Motor Ave.	AM	1.589	F	1.587	F	-0.002
		PM	1.511	F	1.511	F	N/C
16	Pico Bd. & Beverly Glen Bd.	AM	0.855	D	0.856	D	+0.001
		PM	0.793	C	0.792	C	-0.001
17	Pico Bd. & Overland Ave.	AM	1.325	F	1.325	F	N/C
		PM	1.397	F	1.398	F	+0.001

Source: Overland Traffic Consultants, Inc., August 2005.

Figure IV.N-9 Future Without Project AM Peak Hour

Figure IV.N-10 Future Without Project PM Peak Hour

Figure IV.N-11 Future + Project AM Peak Hour (option A)

Figure IV.N-12 Future + Project AM Peak Hour (option B)

Figure IV.N-13 Future + Project PM Peak Hour (option A)

Figure IV.N-14 Future + Project PM Peak Hour (option B)

MITIGATION MEASURES

The following mitigation measures listed below are recommended to address the potential conflicts between construction activities, street traffic and pedestrians:

- (N-1) Prior to the issuance of construction permits the developer shall prepare Work Area Traffic Control Plans that at a minimum should include:
- Identification of a designated haul route to be used by construction trucks;
 - Provide an estimate of the number to trucks trips and anticipated trips;
 - Identification of traffic control procedures, emergency access provisions, and construction alternative crew parking locations;
 - Identification of the onsite location of vehicle and equipment staging;
 - Provide a schedule of construction activities;
 - Limitations on any potential lane closures to off-peak travel periods;
 - Scheduling the delivery of construction materials during non-peak travel periods, to the extent possible;
 - Coordinating deliveries to reduce the potential of trucks waiting to unload building materials; and
 - Prohibiting parking by construction workers on neighborhood streets as determined in conjunction with city Staff.
- (N-2) To ensure pedestrian safety, the developer shall ensure that there are appropriate access restrictions to the project site, covered sidewalks, and designating alternative pedestrian routes.

The analysis contained in this section has determined that the change in traffic volume generated by the residential/commercial project would not significantly impact the traffic flow at any of the study intersections during the operation of the proposed project. Therefore, no additional project traffic mitigation measures are necessary.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of the mitigation measures listed above, construction traffic impacts would be less than significant. Traffic impacts associated with the operation of the proposed project would be less than significant.