

Appendix IS-10

Transportation Memorandum



MEMORANDUM

Date: December 8, 2017

To: John Means, Skid Row Housing Trust

From: Amanda Heinke and Ryan Liu

Subject: *Transportation Assessment of 713 E. 5th Street Project*

LA17-2992.00

This memorandum documents a high-level transportation assessment for the proposed redevelopment of a permanent supportive housing residential project located at 713 E. 5th Street in the City of Los Angeles. The proposed project's trip generation and construction traffic are evaluated for potential impacts.

PROJECT DESCRIPTION

The proposed project is located at 713 E. 5th Street in the City of Los Angeles. The project would demolish 47 permanent supportive housing units and construct 51 new permanent supportive housing units. One parking space would be provided for use by the managerial unit. The proposed project consists of an eight-story structure containing the following uses:

- 50 permanent supportive studio apartment units
- 1 manager's apartment unit
- Supportive services/counseling offices
- Outdoor rooftop terraces

TRAFFIC ASSESSMENT

Trip Generation

The proposed project consists of 51 permanent supportive housing units, replacing 47 existing permanent supportive housing units, for a net of 4 new units. Trip generation estimates were developed using trip generation rates for permanent supportive housing projects as provided in the City of Los Angeles' *Transportation Impact Study Guidelines*, December 2016. As shown in Table 1, the project is expected to generate five net new daily trips, but negligible net new trips during both the AM and PM peak hours.

TABLE 1 713 E 5 TH STREET PROJECT TRIP GENERATION							
Land Use	Units	Daily Trip Rate*	Daily Trips	AM Trip Rate*	AM Peak Hour Trips	PM Trip Rate*	PM Peak Hour Trips
Proposed Project Permanent Supportive Housing	51	1.27	65	0.12	6	0.12	6
Less Existing Land Use Permanent Supportive Housing	(47)	1.27	(60)	0.12	(6)	0.12	(6)
Net New Trips			5		0		0

* Source: LADOT Transportation Impact Study Guidelines, December 2016.

Transportation Impact Assessment

As previously noted, the proposed project is not expected to generate a noticeable increase in new trips during either the AM or PM peak hour. The number of peak hour trips that the project would generate is substantially below thresholds identified by the City of Los Angeles (43) and the Los Angeles Congestion Management Plan (50) for study. The thresholds identified by these two agencies were developed to limit traffic studies to locations where there is a true potential for traffic impacts. For a project with as few new project trips as 713 E. 5th Street, a significant traffic impact would not occur.

CONSTRUCTION TRAFFIC

LADOT generally considers construction-related traffic to cause adverse but not significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. LADOT requires implementation of worksite traffic control plans to ensure that any construction-related effects are minimized to the greatest extent possible.

The *LA CEQA Thresholds Guide* (City of Los Angeles, 2006) provides four categories to be considered in regards to in-street construction impacts: temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking (LA CEQA Threshold Guide, pages L.8-2 through L.8-4). The factors to be considered in each of these categories as established in the *LA CEQA Thresholds Guide* are as follows:

- Temporary Traffic Impacts:
 - The length of time of temporary street closures or closures of two or more traffic lanes;
 - The classification of the street (major arterial, state highway) affected;
 - The existing traffic levels and LOS on the affected street segments and intersections;
 - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
 - Potential safety issues involved with street or lane closures;

- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary Loss of Access:
 - The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
 - The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access;
 - The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
 - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
 - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
 - The existence of other bus stops or routes with similar routes/ destinations within a ¼mile radius of the affected stops or routes;
 - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).
- Temporary Loss of On-Street Parking:
 - The current utilization of existing on-street parking;
 - The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site;
 - The length of time that existing parking spaces would be unavailable.

It should be noted, however, that SB 743 as implemented in California Public Resources Code Section 21099 provides that parking impacts of a residential, mixed- use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. This guidance supersedes the significance guidance in the *LA CEQA Thresholds Guide*.

The LAMC provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

Construction of the project is anticipated to begin in June 2018 and expected to take a total of approximately 24 months to complete. The construction is anticipated to involve five key phases:

1. Demolition – 1 month
2. Grading/Excavation – 1 month
3. Building Foundation – 6 months
4. Building Construction – 14 months
5. Paving/Landscape – 2 months

The assessment of the project against the construction impact factors established in the *LA CEQA Thresholds Guide* is presented in Table 2 and discussed below.

Construction Impact Assessment

Temporary Traffic Impacts

The primary access location for construction on the site is from 5th Street. The north side of 5th Street has a red curb and parking is not permitted. The curb lane on the northern side of 5th Street measures 20 feet wide. During construction, the 20 foot curb travel lane is anticipated to be closed for a portion or all of the construction period. The temporary construction impacts on the roadway network would be considered less than significant as the project would temporarily close only one lane of travel. 5th Street has three westbound vehicular lanes and an Average Daily Traffic (ADT) of less than 5,000 vehicles per day based on a 2011 count. It is expected that if 1% per year volume growth occurred between 2011 and existing year 2017, the two remaining vehicular lanes on 5th Street would be more than adequate to serve traffic volumes. In addition, there are no emergency services located within the immediate vicinity of the affected streets.

Construction of the project may result in temporary and intermittent closures to the sidewalk on the north side of 5th Street. When possible, a pedestrian canopy will be provided to maintain pedestrian access on the sidewalk. Project construction is not expected to affect pedestrian access to adjacent land uses.

5th Street is classified as an Avenue II and the adjacent side streets of Towne Avenue and Stanford Avenue are classified as collector streets. Worksite traffic control plans would be prepared for any temporary vehicle lane, bicycle lane, or sidewalk closures in accordance with applicable City and California Manual of Uniform Traffic Control Devices (MUTCD) guidelines.

Temporary Loss of Access

The existing land uses near the vicinity of the construction site will remain open throughout construction. Pedestrian and vehicular access to properties located nearby to the project site will be open and unobstructed for the duration of construction. Since the Project construction would not block any vehicle or pedestrian access to other parcels fronting the construction area, impacts would be less than significant.

Temporary Loss of Bus Stops or Rerouting of Bus Lines

A Metro bus stop is located on 5th Street at the northeast corner of 5th Street and Towne Avenue adjacent to where the curb lane closures would occur. It is not anticipated that construction will affect bus operations since the project site is not directly in front of the bus stop. If bus stop relocation is necessary, it could potentially be temporarily moved to the northwest corner of 5th Street and Towne Avenue, approximately 150 feet away. If a relocation of the bus stop is necessary, Metro would be consulted for advisement on an acceptable replacement location. Therefore, construction impacts on transit operations would be less than significant.

Temporary Loss of On-Street Parking

Parking is not permitted along 5th Street on the north side of the street. While construction may require temporary removal of the curb lane along the project frontage for the duration of construction to accommodate the construction area footprint and/or temporary truck staging, on-street parking would not be impacted as on-street parking is not currently permitted along the project frontage.

SUMMARY

The proposed project at 713 E 5th Street is a permanent supportive housing infill redevelopment. The proposed project consists of 51 residential units and would replace 47 existing residential units, for a net of 4 new units. We conducted a general assessment of traffic impacts and construction traffic impacts and found there to be no significant impacts with regard to this project.

**TABLE 1
713 E 5TH STREET PROJECT
CONSTRUCTION IMPACT SIGNIFICANCE FACTORS**

Significance Factor [a]	Assessment	Conclusion
Per the LA CEQA Thresholds Guide , the determination of significance shall be made on a case-by-case basis, considering the following factors:		
Temporary Traffic Impacts:		
<ul style="list-style-type: none"> • The length of time of temporary street closures or closures of two or more traffic lanes; • The classification of the street (major arterial, state highway) affected; • Whether the affected street directly leads to a freeway on- or off-ramp or other state highway; • Potential safety issues involved with street or lane closures; • The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street. 	<ul style="list-style-type: none"> • Temporary street closures or closures of two or more traffic lanes are not anticipated. • 5th Street is classified as an Avenue II and Stanford Avenue and Towne Avenue are collector streets. • None of the affected streets directly lead to a freeway on- or off-ramp or other state highways in the nearby area. • Worksite traffic control plans would be prepared for any temporary lane closures in accordance with applicable City and MUTCD guidelines. • There are no emergency services located within the immediate vicinity of the affected streets. 	<ul style="list-style-type: none"> • Less than significant.
Temporary Loss of Access:		
<ul style="list-style-type: none"> • The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area; • The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access; • The type of land uses affected, and related safety, convenience, and/or economic issues. 	<ul style="list-style-type: none"> • The sidewalk on the north side of 5th Street along the project frontage may be closed for 3 weeks during hardscape improvements. A pedestrian canopy will be provided during other construction times. Pedestrian and vehicular access to adjacent land uses will be maintained. 	<ul style="list-style-type: none"> • Less than significant.
Temporary Loss of Bus Stops or Rerouting of Bus Lines:		
<ul style="list-style-type: none"> • The length of time that an existing bus stop would be unavailable or that existing service would be interrupted; • The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated; • The existence of other bus stops or routes with similar routes/ destinations within a ¼mile radius of the affected stops or routes; • Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s). 	<ul style="list-style-type: none"> • There is a bus stop on the same block as the proposed project along 5th Street, at the northeast corner of 5th Street and Towne Avenue. If lane closures are required along the proposed project frontage, it should not affect the bus stop which is adjacent to the project site. Access to and along other uses adjacent to the project site will not be affected. If a bus stop must be temporarily relocated, it could be moved to the northwest corner of 5th Street and Towne Avenue. 	<ul style="list-style-type: none"> • Less than significant.
Temporary Loss of On-Street Parking:		
<ul style="list-style-type: none"> • The current utilization of existing on-street parking; • The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site; • The length of time that existing parking spaces would be unavailable. 	<ul style="list-style-type: none"> • Parking is prohibited by a red on the north side of 5th Street where the project frontage is located. • There is ample street parking around the project area. Public transit options are available within 1/4 mile of the Project site, including bus lines along 5th and 6th Streets. The Metro Gold Line also has a stop in Little Tokyo a 1/2 mile away from the project. • Since there is currently no street parking along the north side of 5th Street, overall parking will not be affected. 	<ul style="list-style-type: none"> • Less than significant.

Note: SB 743 as implemented in California Public Resources Code Section 21099 provides that parking impacts of a residential, mixed- use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. This guidance supersedes the significance guidance in the LA CEQA Threshold Guide .