APPENDIX G

TRAFFIC AND PARKING STUDY

DRAFT REPORT

Los Angeles City College Master Plan Traffic and Parking Study

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J02-009

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INTRODUCTION

This report summarizes the results of a traffic impact and parking analysis that was undertaken for the proposed Los Angeles City College (LACC) Master Plan located in the City of Los Angeles. The report summarizes the methodology, findings and conclusions of the traffic impact and parking analysis. A total of twenty (20) key intersections in the vicinity of the project site were analyzed. The traffic analysis assesses the effects of the additional trips expected to be generated by the increase in student enrollment associated with the Master Plan. The traffic impact analysis also takes into account other traffic growth due to specific development projects in the surrounding area and overall ambient growth in background traffic.

Project Description

The proposed LACC Master Plan would include the renovation of existing facilities and the construction of new facilities to accommodate an increase in enrollment from 15,500 students to approximately 19,000 students by the year 2012. The project will require the demolition of some existing buildings and the net addition of approximately 200,000 square feet of building space. The plan would also include new above-grade parking structure with tennis courts on the roof and a new below-grade parking structure for a net of 959 new parking spaces. **Figure 1** shows the location of the proposed project site in relation to the surrounding street system while **Figure 2** illustrates the conceptual site plan.

In conjunction with City of Los Angeles Department of Transportation (LADOT) staff, a total of twenty (20) intersections we identified and are analyzed in the traffic study for typical weekday morning and evening peak hour conditions. The locations include the following:

- Sunset Boulevard and Vermont Avenue
- US-101 On-ramp and Western Avenue
- Lexington Avenue (US-101 Off-ramp) and Western Avenue
- Santa Monica Boulevard and Western Avenue
- Santa Monica Boulevard and Normandie Avenue
- Santa Monica Boulevard and Heliotrope Drive
- Santa Monica Boulevard and Vermont Avenue
- Santa Monica Boulevard and Virgil Avenue
- US-101 On-ramp and Normandie Avenue
- Monroe Street and Heliotrope Drive
- Monroe Street and Vermont Avenue
- Melrose Avenue and Normandie Avenue
- Melrose Avenue and US-101 Off-ramp
- Melrose Avenue and Heliotrope Drive
- Melrose Avenue and Vermont Avenue
- Melrose Avenue and Virgil Avenue
- US-101 On/Off-ramps and Vermont Avenue
- Rosewood Avenue (US-101 Off-ramp) and Vermont Avenue
- Oakwood Avenue/US-101 On-ramp and Vermont Avenue
- Beverly Boulevard and Vermont Avenue

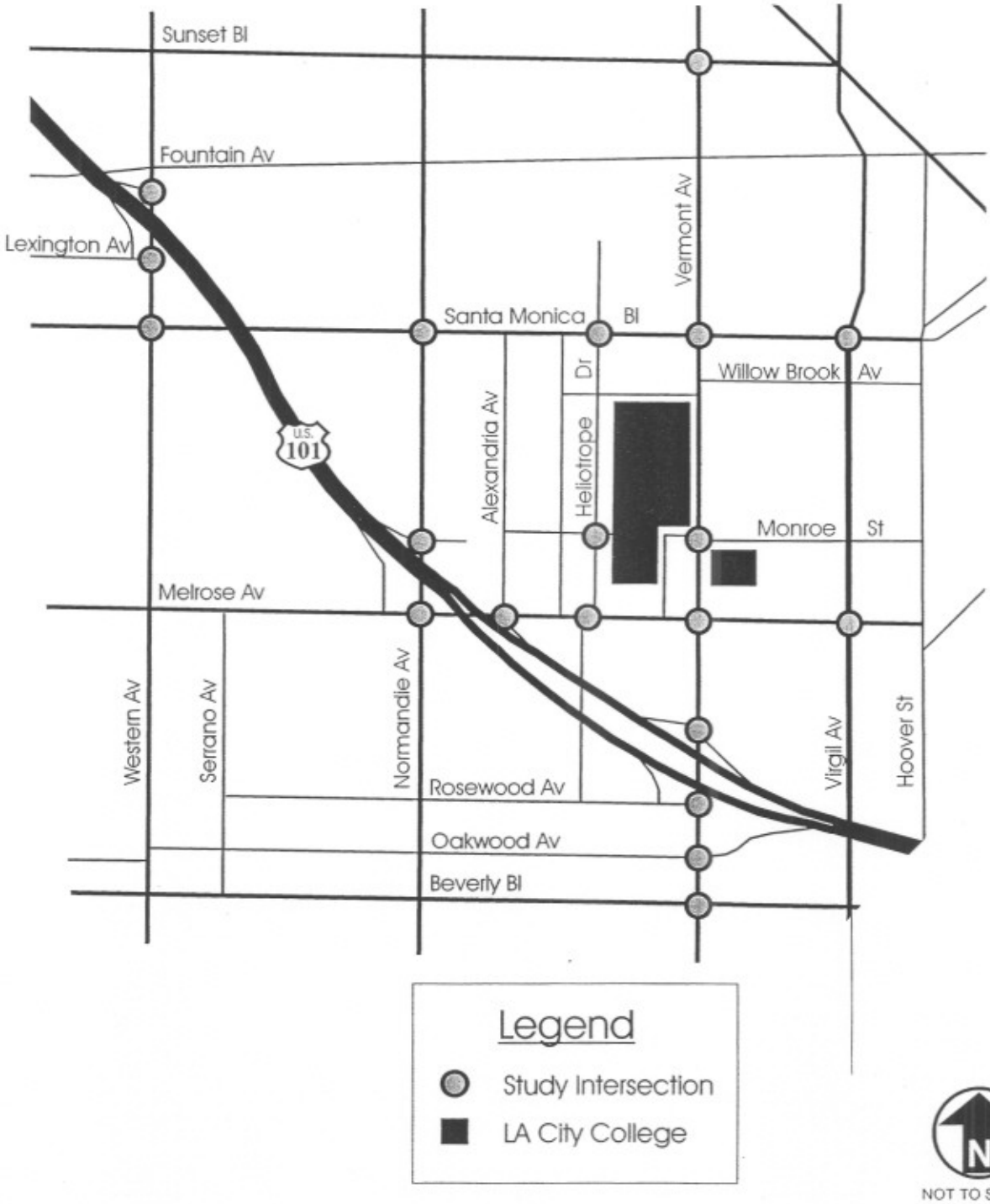

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FIGURE 1
Study Area

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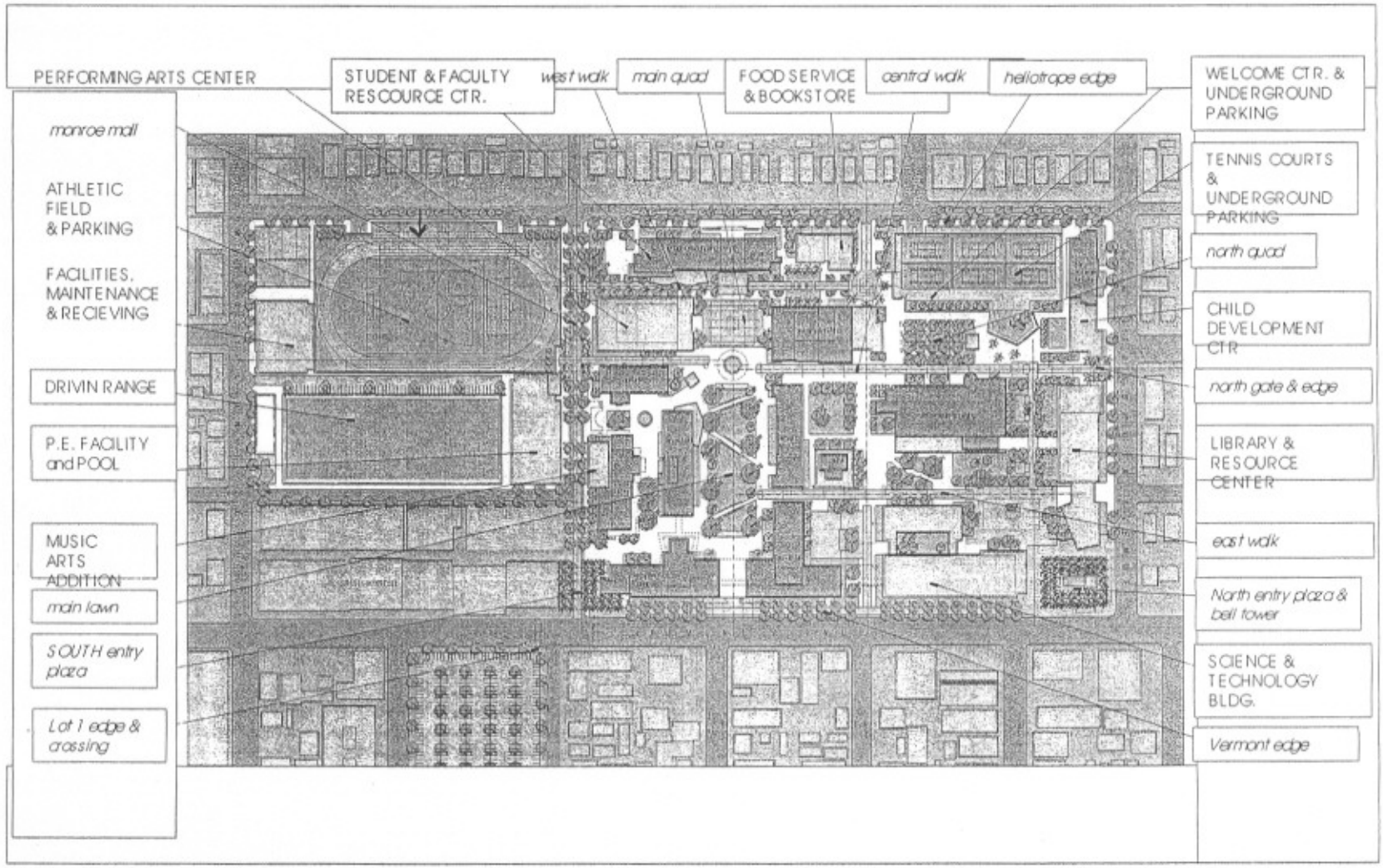

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FIGURE 2

Site Plan

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EXISTING CONDITIONS

New morning and evening peak period turning movement traffic counts were conducted at the twenty analyzed intersections in March 2002. The traffic impact analysis was based on the highest single hour of traffic (during the AM and PM peak period) at each location.

Figures 3 and 4 show the existing morning and evening peak hour traffic volumes at the twenty study intersections, respectively. A field inventory was conducted of all study intersection locations. The inventory included review of intersection geometric layout, traffic control, lane configuration, posted speed limits, transit service, land use and parking. This information is required for the subsequent traffic impact analysis. **Figure 5** illustrates the existing intersection geometry (lane configurations) for the twenty analyzed intersections.

Existing Roadway Conditions

Regional access to the LACC campus is provided by the Golden State Freeway (I-5), Hollywood Freeway (US-101), and the Glendale Freeway (SR-2). The Golden State Freeway is located approximately 2 miles northeast of the project site. The Hollywood Freeway is approximately 0.12 miles southwest of the project and the Glendale Freeway is approximately 1.8 miles east of the project site.

Several roadways also provide access to the project site. The following provides a brief description of the major roadways within the study area.

Santa Monica Boulevard – Santa Monica Boulevard is a state highway located north of the Los Angeles City College (LACC) campus. It travels in an east-west direction with two lanes provided in each direction. A two-way center left-turn lane divides the travel lanes. The curb-to-curb width is 60 feet and the posted speed limit is 35 mph. Metered parking is available along most segments. West of Hobart Avenue to the Hollywood Freeway (U.S. 101) vehicles are not permitted to stop along the curb in the westbound direction during the PM peak period. West of the Hollywood Freeway, vehicles are not permitted to stop along the curb during the AM and PM peak periods in both direction. Parking restrictions provide an additional through lane. Both sides of the street are fronted by commercial-retail development.

Melrose Avenue – Melrose Avenue is an east-west facility located south of LACC. Segments east of Virgil Avenue are fronted by residential land uses. Along these segments there is one through lane in each direction, the roadway width is 40 feet and curbside parking is permitted. West of Virgil Avenue to Vermont Avenue the land use is primarily residential mixed with some commercial/retail development. During the AM and PM peak periods a total of two travel lanes are provided in each direction with no stopping allowed along the curb. West of Vermont Avenue the roadway width increases to 50 feet and a center left-turn lane separates the two directions of traffic. Land use becomes commercial and retail and peak hour stopping restrictions are still present.

Western Avenue – Western Avenue is four lane, north-south facility located west of LACC. Curbside parking restrictions provide an additional through lane for the southbound direction during the AM peak period and for both directions during the PM peak period. Curbside parking is permitted during off-peak hours. Western Avenue has a center left-turn lane and is fronted by commercial/retail land use. It has a roadway width of 60 feet and a posted speed limit is 35 mph.

Normandie Avenue – Normandie Avenue is located west of LACC. This roadway travels in a north-south direction providing one lane in each direction. Curbside stopping restrictions for the northbound direction

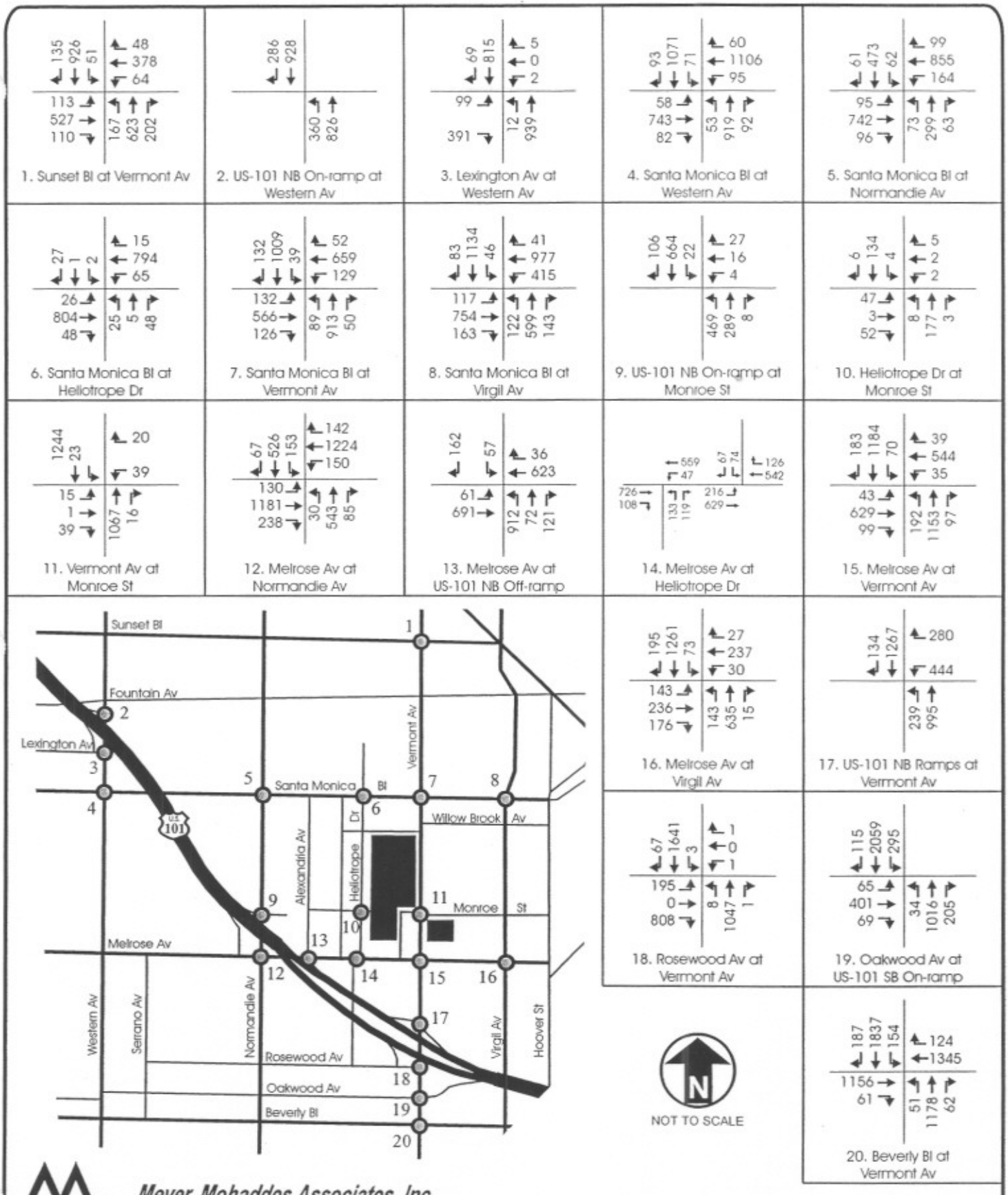

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FIGURE 3
Existing AM Peak Hour Traffic Volumes

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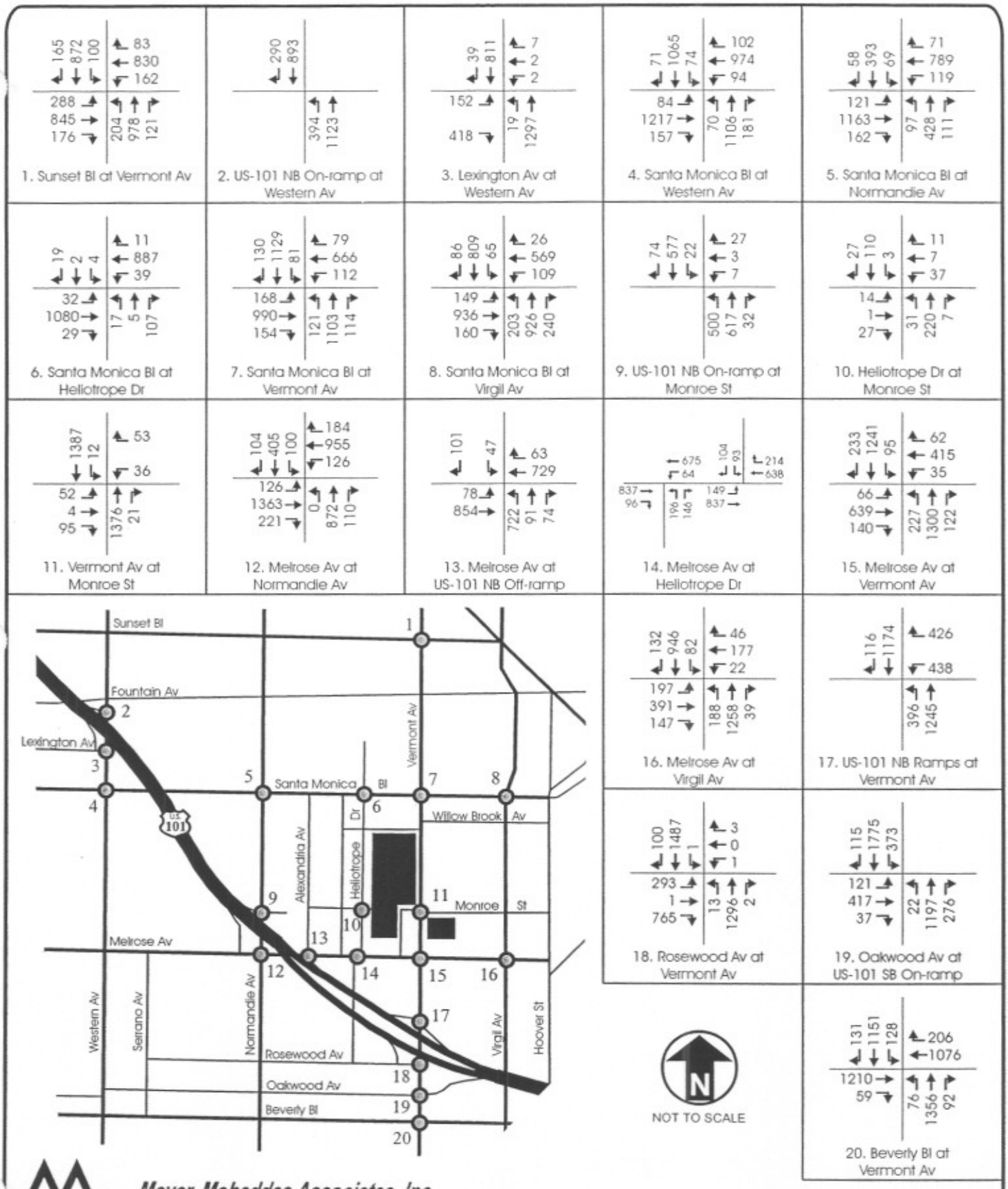

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FIGURE 4
Existing PM Peak Hour Traffic Volumes

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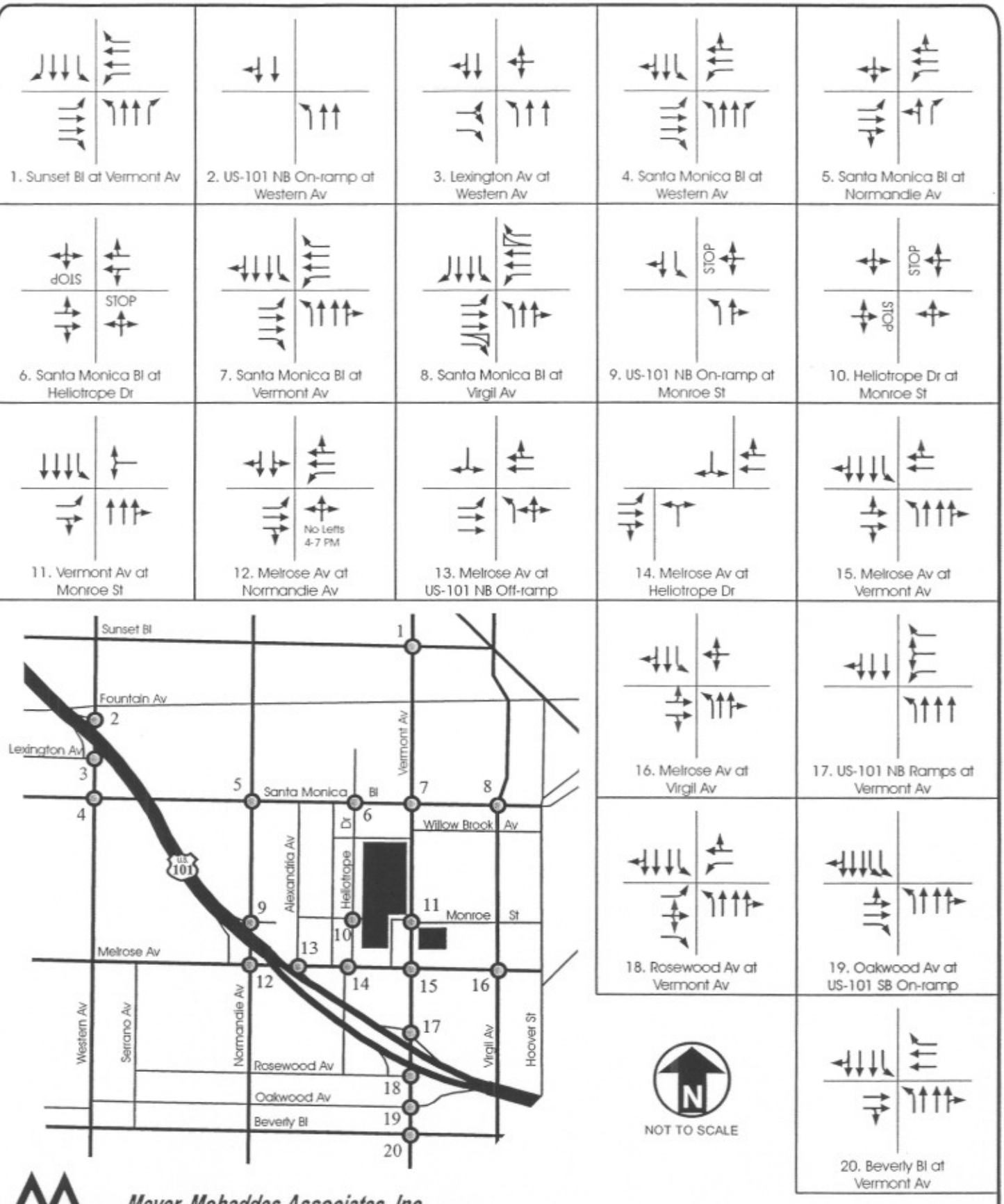

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FIGURE 5
Existing Lane Configuration

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south of Santa Monica Boulevard are in effect during the PM peak period. For the southbound direction south of Monroe Street curbside parking restrictions are in effect for AM and PM peak periods. These restrictions provide an additional through lane. Normandie Avenue is fronted by residential land use. It has a roadway width of 40 feet and a posted speed limit of 30 mph.

Heliotrope Drive – Heliotrope Drive is a north-south street that forms the western boundary of the LACC campus and provides direct access to two on-campus parking lots. It has one lane in each direction and a roadway width of 50 feet. It is fronted by residential uses and has evening and overnight parking restrictions for vehicles without a residential permit. Curbside parking is allowed during the daytime. Heliotrope Drive also has angled parking spaces next to the LACC campus.

Vermont Avenue – Vermont Avenue is a north-south major arterial bordering the LACC campus on the east. It provides two through lanes and curbside parking during off-peak hours. No stopping is allowed in the southbound direction for the AM and PM peak periods. This restriction provides an additional through lane for southbound traffic. The same restriction is in effect for the northbound direction except north of Melrose Avenue where no stopping is allowed during the PM peak only. Vermont Avenue is fronted primarily by commercial and retail land use. It has a roadway width of 70 feet and a posted speed limit of 35 mph.

Virgil Avenue – Virgil Avenue is a north-south street located east of LACC. It provides two through lanes in each direction with curbside parking and a posted speed limit of 35 mph. South of Lockwood Avenue no stopping is permitted on the northbound side of the street and the posted speed limit is 25 mph. Land use along Virgil Avenue is mixed with commercial/retail and residential. The roadway width is about 55 feet.

Existing Transit Operations

The Metropolitan Transit Authority (MTA) and the Los Angeles Department of Transportation (LADOT) operate several bus lines within the study area. The MTA Metro Red Line subway also services the study area. Description of transit service follows:

Metropolitan Transit Authority

MTA Line 2, 3, and 302 – Sunset Boulevard - These routes operate between downtown Los Angeles and the City of Beverly Hills (Line 3) and the City of Santa Monica (Line 2 and 302). Line 302 is an express service with limited stops. These lines travel east-west through the project study area.

MTA Line 4 and 304 – Santa Monica Boulevard – Lines 4 and 304 operate between downtown Los Angeles and the City of Santa Monica. Within the study area it travels along Santa Monica Boulevard. Line 304 is an express service with limited stops. These lines travel east-west through the study area.

MTA Line 10 and 11 – Melrose Avenue – Lines 10 and 11 operate between downtown Los Angeles and the City of West Hollywood. Line 10 travels eastbound-westbound along Melrose Avenue and connecting to Temple Street via Virgil Avenue and Hoover Street. Line 11 also travels along Melrose Avenue but connects to Beverly Boulevard via Vermont Avenue. Both lines have stops in close proximity to the LACC campus.

MTA Line 14 – Beverly Boulevard – Line 14 operates between downtown Los Angeles and the City of Beverly Hills. Within the study area it travels eastbound and westbound along Beverly Boulevard.

MTA Line 26 – 7th Street/Virgil Avenue/Franklin Avenue – Line 26 operates between downtown Los Angeles and Hollywood. The line travels along north and south along Virgil Avenue within the study area.

MTA Line 156 – Panorama City/Van Nuys/North Hollywood/ Hollywood/LA City College – Line 156 operates in the City of Los Angeles between the Hollywood district and Panorama City in the San Fernando Valley. Within the study area it travels primarily east-west along Santa Monica Boulevard and also along Vermont Avenue. This line provides direct transit access to LACC.

MTA Line 175 – Fountain Avenue/Talmadge Street/Hyperion Avenue – Line 175 operates between the Silver Lake and Hollywood districts of the City of Los Angeles. It travels along Virgil Avenue and Vermont Avenue via Sunset Boulevard within the study area.

MTA Line 204 and 354 – Vermont Avenue – Lines 204 and 354 operates between Athens/South Central Los Angeles and Hollywood via Vermont Avenue. It offers direct transit access to LACC. Line 354 is an express service with limited stops.

MTA Line 206 – Normandie Avenue – Line 206 operates between Athens/South Central Los Angeles and Hollywood via Normandie Avenue.

MTA Line 207 and 357 – Western Avenue – Lines 207 and 357 operates between the Watts and Hollywood districts of the City of Los Angeles via Western Avenue. Line 357 is an express service with limited stops.

MTA Line 217 – Hollywood Boulevard/Fairfax Avenue/West Los Angeles Transit Center – Line 217 operates between West Los Angeles and Hollywood. The line begins and terminates near the intersection of Sunset Boulevard/Vermont Avenue.

Metro Red Line – The Metro Red Line provides rail service between downtown Los Angeles, Wilshire Center and North Hollywood. The entire Metro rail system can be accessed from any Metro station. The Vermont Avenue/Santa Monica Boulevard/LACC Metro Red Line station, adjacent to the project site, provides direct rail transit access to the LACC campus.

Los Angeles Department of Transportation

LADOT DASH Hollywood – DASH Hollywood line loops around the Hollywood district of the City of Los Angeles. It travels mainly along Vermont Avenue, Fountain Avenue, Highland Avenue, and Franklin Avenue.

Traffic Operations Analysis Methodology

Traffic operating conditions in the vicinity of the project were analyzed using intersection capacity-based methodology known as the Circular 212 "Critical Movement Analysis" (CMA) method for the signalized locations. At the stop-controlled intersections, the Highway Capacity Manual (HCM) methodology for unsignalized locations was utilized to calculate the average delay and corresponding level of service.

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). Level of service is a description of traffic performance at intersections. The level of service concept is a measure of average operating conditions at intersections during an hour. It is based on a volume-to-capacity (V/C) ratio for signalized locations and delay (in seconds) for stop-controlled intersections. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. The CMA methodology compares the amount of traffic an intersection is able to process (the capacity) to the level of traffic during the peak hours (volume). A volume-to-capacity (V/C) ratio is calculated which determines the level of service. The HCM method for stop-controlled intersections calculates the average delay, in seconds, per vehicle for each approach and for the intersection as a whole. The delay for the intersection corresponds to a LOS value which describes the intersection operations. Intersections with

vehicular volumes which are at or near capacity, experience greater congestion and longer vehicle delays. **Table 1** describes the level of service concept and the operating conditions expected under each level of service for signalized and stop-controlled intersections.

Existing Traffic Operations Analysis

The morning and evening peak hour level of service analyses were conducted for the twenty study intersections based on the measured traffic volumes and the methodologies described previously. All intersection analyses are performed using the TRAFFIX (Traffic Impact Analysis) software program. The existing conditions level of service analysis results are summarized in **Table 2** for the AM and PM peak hours.

Level of service D is generally considered to be the lowest acceptable LOS in an urban or suburban area. Level of service E and F are considered to be unacceptable operating conditions which warrant mitigation. The results shown in **Table 2** indicate that four of the twenty analyzed intersections are currently operating at LOS E or F during one or both of the peak hours. These intersections are:

- Santa Monica Bl. & Heliotrope Dr. (both peak hours)
- Santa Monica Bl. & Virgil Av. (AM peak hour)
- US-101 On-ramp & Normandie Av. (both peak hours)
- Melrose Av. & Normandie Av. (both peak hours)

The remaining sixteen study intersections currently operate at LOS D or better during both peak hours. It should be noted that all of the signalized intersections analyzed in the study are part of the City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) system. The benefits of the ATSAC system were considered in the level of service calculations for existing and future conditions.

TABLE 1
INTERSECTION LEVEL OF SERVICE DEFINITIONS

LOS	Interpretation	Signalized Intersection Volume to Capacity Ratio (ICU/CMA)	Stop-Controlled Intersection Average Stop Delay (HCM)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600	$\leq$10 seconds
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	>10 and $\leq$15 sec
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800	>15 and $\leq$25 sec
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900	>25 and $\leq$35 sec
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000	>35 and $\leq$50 sec
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000	>50 seconds

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 1997.

TABLE 2
EXISTING CONDITIONS LEVEL OF SERVICE SUMMARY

Intersection	AM Peak Hour		PM Peak Hour	
	V/C or Delay	LOS	V/C or Delay	LOS
1 Sunset Bl and Vermont Av	0.602	B	0.872	D
2 US-101 On-ramp and Western Av [a]	20.7	C	21.9	C
3 Lexington Av (US-101Off-ramp) and Western Av	0.421	A	0.568	A
4 Santa Monica Bl and Western Av	0.781	C	0.824	D
5 Santa Monica Bl and Normandie Av	0.765	C	0.862	D
6 Santa Monica Bl and Heliotrope Dr [a]	40.8	E	51.4	F
7 Santa Monica Bl and Vermont Av	0.521	A	0.697	B
8 Santa Monica Bl and Virgil Av	0.969	E	0.761	C
9 US-101 On-ramp and Normandie Av [a]	167.6	F	97.4	F
10 Monroe St and Heliotrope Dr [a]	10.7	B	12.2	B
11 Monroe St and Vermont Av	0.259	A	0.338	A
12 Melrose Av and Normandie Av	1.044	F	1.263	F
13 Melrose Av and US-101 Off-ramp	0.777	C	0.703	C
14 Melrose Av and Heliotrope Dr	0.415	A	0.615	B
15 Melrose Av and Vermont Av	0.555	A	0.592	A
16 Melrose Av and Virgil Av	0.848	D	0.750	C
17 US-101On/Off-ramps and Vermont Av	0.612	B	0.732	C
18 Rosewood Av (US-101 Off-ramp) and Vermont Av	0.648	B	0.609	B
19 Oakwood Av/US-101 On-ramp and Vermont Av	0.484	A	0.503	A
20 Beverly Bl and Vermont Av	0.875	D	0.804	D

Note:
a. Location controlled by stop sign(s). Value represents average delay in seconds.

FUTURE NO-PROJECT CONDITIONS

To evaluate the potential impact of the proposed project on local traffic conditions, it is first necessary to develop a forecast of future traffic volumes in the study area under conditions without the proposed project. This provides a basis against which to measure the potential significant impacts of the proposed project.

The anticipated buildout year of the proposed project is expected to be 2012. The projection of Year 2012 No-Project traffic consists of existing traffic plus ambient traffic growth (general background regional growth) plus growth in traffic generated by specific cumulative projects expected to be completed by the Year 2012. The following describes the two growth components.

Ambient Traffic Growth

Ambient traffic growth is the traffic growth that will occur in the study area due to general employment growth, housing growth and growth in regional through trips in southern California. Even if there was no change in housing or employment in the City of Los Angeles, there will be some background (ambient) traffic growth in the region. Per the LADOT, a one percent per year growth rate was assumed as a conservative estimate of traffic increase in the study area. Existing 2002 traffic volumes were increased by a factor of 1.10 to account for ambient traffic growth to the year 2012.

Cumulative Project Growth

Cumulative project traffic growth which is growth due to specific, known development projects in the study area is also included in the analysis of the Year 2012 No-Project conditions. Based on information obtained from the City of Los Angeles, there were a total of 21 projects identified which may affect traffic circulation within the study area. **Table 3** summarizes the location, size and type of land use for each of project. **Figure 6** shows the general locations of the cumulative projects.

Traffic generated due to these projects has been estimated based on information from the LADOT and supplemented with standard trip generation data from the Institute of Transportation Engineers' (ITE) *Trip Generation, 6th Edition.* The estimated trip generation for each of the 21 cumulative projects is summarized in **Table 3**. As shown, the cumulative projects are forecast to generate a total of approximately 58,995 daily trips, 3,410 morning peak hour trips and approximately 5,800 evening peak hour trips. These trips expected from the cumulative projects were then assigned to the traffic model as part of the development of the future no-project traffic projections.

Future Without Project Traffic Analysis

The proposed Master Plan is anticipated to be complete by 2012, therefore future conditions without the project were assessed for this year. The no-project traffic projections were developed and operating conditions were analyzed at the twenty study intersections for the morning and evening peak hours, taking into account the addition of the background ambient growth and traffic related to the cumulative projects. As a conservative approach, the no-project analysis assumes that the existing LACC campus does not experience any growth.

Based on the forecast parameters discussed above, the morning and evening peak hour traffic volumes were developed for the year 2012 conditions. **Figures 7 and 8** illustrate the year 2012 no-project morning and evening peak hour traffic volumes, respectively, at the twenty study intersections. Based on

TABLE 3
LACC MASTER PLAN EIR
RELATED PROJECTS TRIP GENERATION

	PROJECT	STREET	X STREET	PROJECT DESCRIPTION	SIZE SF	NET DAILY TRIPS	AM PEAK HOUR INBOUND	AM PEAK HOUR OUTBOUND	NET AM PEAK HOUR TRIPS	PM PEAK HOUR INBOUND	PM PEAK HOUR OUTBOUND	NET PM PEAK HOUR TRIPS
1	Mini-mall mixed use retail	Sunset Bl	Serrano Av	4,788 sf mixed use	4,788	NA	4	2	6	10	10	20
2	Children's Hospital	Sunset Bl	Vermont Av	67,955 sf surgery wing and demolish existing	67,955	1,141	46	17	63	14	46	60
3	Mini-shopping center	Western Av	Santa Monica Bl	20,695 sf mini-shopping center	20,695	2,640	42	22	64	116	125	241
4	Office/Retail Development	Serrano Av	6th St	42,600 sf new office, demo 8,700 sf office/retail	42,600	392	54	7	61	8	50	58
5	Westlake Recovery/Redev. Project	Hoover St	3rd St	Various growth development	---	35,546	1,477	834	2,311	1,778	1,926	3,704
6	Food 4 Less Supermarket	Hoover St	Santa Monica Bl	51,182 sf discount supermarket	51,182	3,110	26	17	43	157	151	308
7	Western Plaza	Western Av	Carlton Wy	11,864 sf retail commercial bldg	11,864	483	0	0	0	15	16	31
8	Wilshire Galleria	Wilshire Bl	New Hampshire Av	15,850 sf health club, 1,878 sf restaurant,	17,728	340	3	4	7	52	30	82
9	Apartment Building	Catalina St	Wilshire Bl	5-story 90-unit apartment building	---	597	7	39	46	38	18	56
10	Hollywest Promenade	Hollywood Bl	Western Av	120,928 sf of retail and 100 units of low inc	120,928	5,498	83	48	131	220	239	459
11	Shopping Center	6th St	Catalina St	16,548 sf shopping center, demo 1,000 sf used car sales	16,548	873	1	1	2	30	33	63
12	Food Market and Gas Station	Western Av	Oxford Av	5,990 sf convenience market w/ 12 fueling stations	5,990	605	12	11	23	23	22	45
13	Scientology Apartment	Bronson Av	Franklin Av	Renovate existing 81 unit apartment to 126 units	---	298	4	19	23	19	9	28
14	Laundry Mart/Mini-Shopping Center	Sunset Bl	St. Andrews Pl	Laundry, Fast-Food w/dt, Conv. Store & Child. Ent.	---	1,525	24	14	38	66	71	137
15	Fast Food Restaurant	Sunset Bl	Kenmore Av	Fast-Food Restaurant w/ Drive-thru	---	1,396	56	54	110	37	35	72
16	Fast Food Restaurant	Melrose Av	Juanita Av	Fast-Food Restaurant w/ Drive-thru	---	1,054	55	53	106	37	34	71
17	LaundryMart & Fast Food Restaurant	Temple St	Coronado St	7,524 sf laundry shop/fast food w/ drive-thru	7,524	1,437	94	62	156	58	38	96
18	Restaurant	Beverly Bl	Serrano Av	5,577 sf 44 seats restaurant/diner club	5,577	538	3	2	5	29	14	43
19	Hotel	Michelltorena St	Landa St	45 rooms hotel	---	457	9	6	15	12	10	22
20	Fast Food Restaurant	Beverly Bl	Virgil Av	1,500 fast food restaurant w/ drive-thru	1,500	1,065	41	39	80	29	26	55
21	LA International Church Dream Center	Kent St	Waterloo St	2,500 seat church	---	NA	64	54	118	80	69	149
	TOTAL					58,995	2,105	1,305	3,408	2,828	2,972	5,800

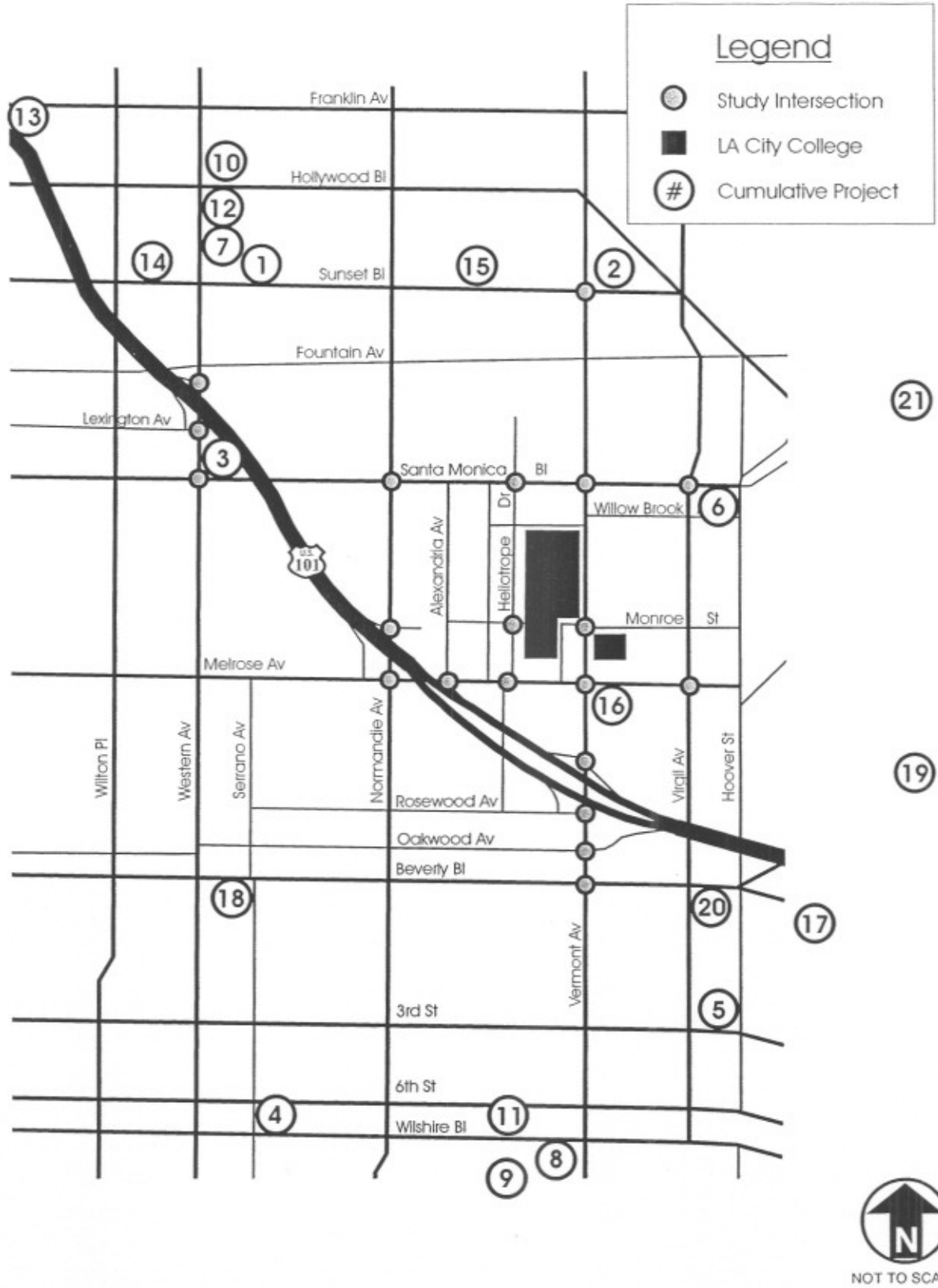

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FIGURE 6
Locations of Cumulative Projects

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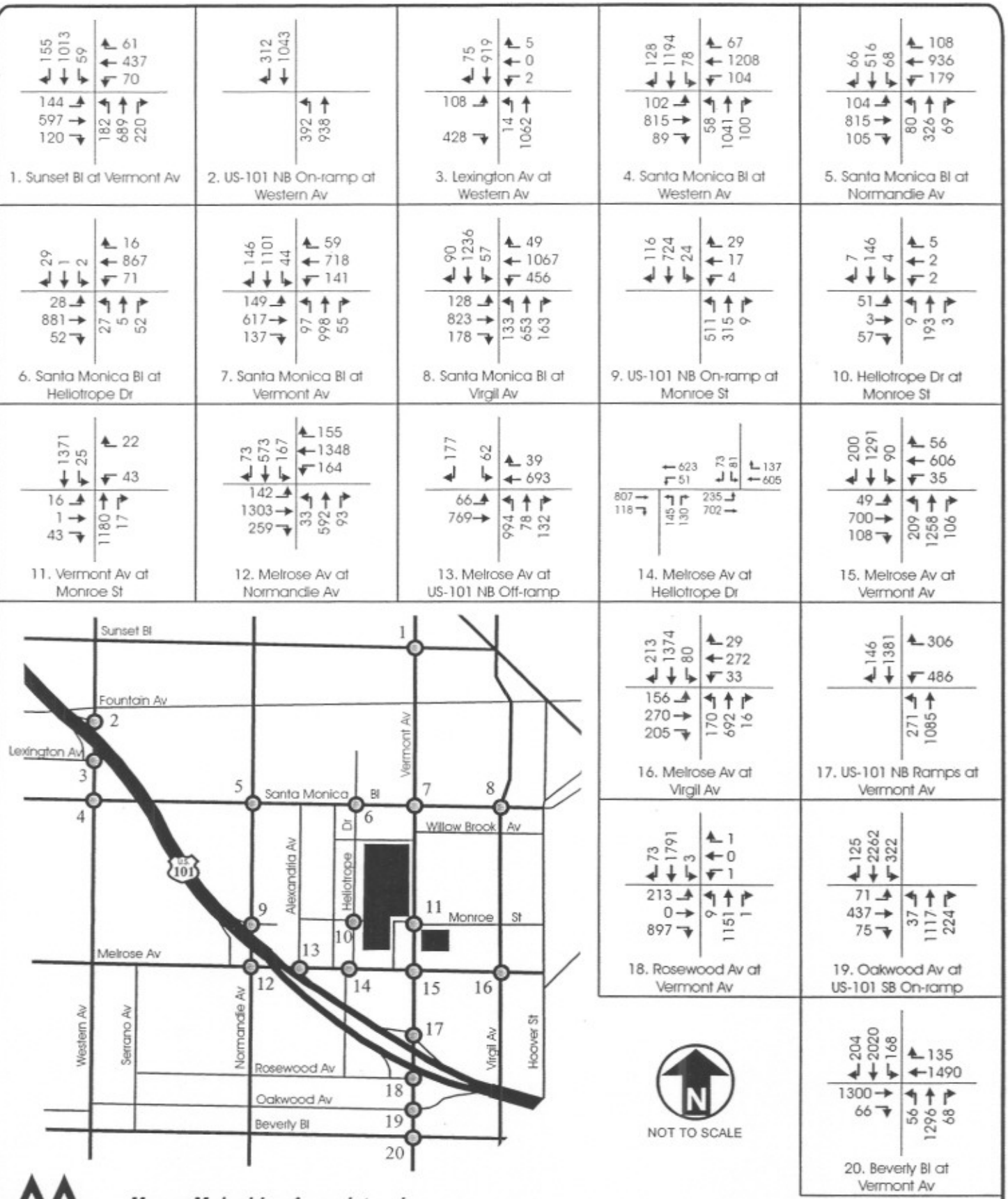

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FIGURE 7
Future No-Project AM Peak Hour Traffic Volumes

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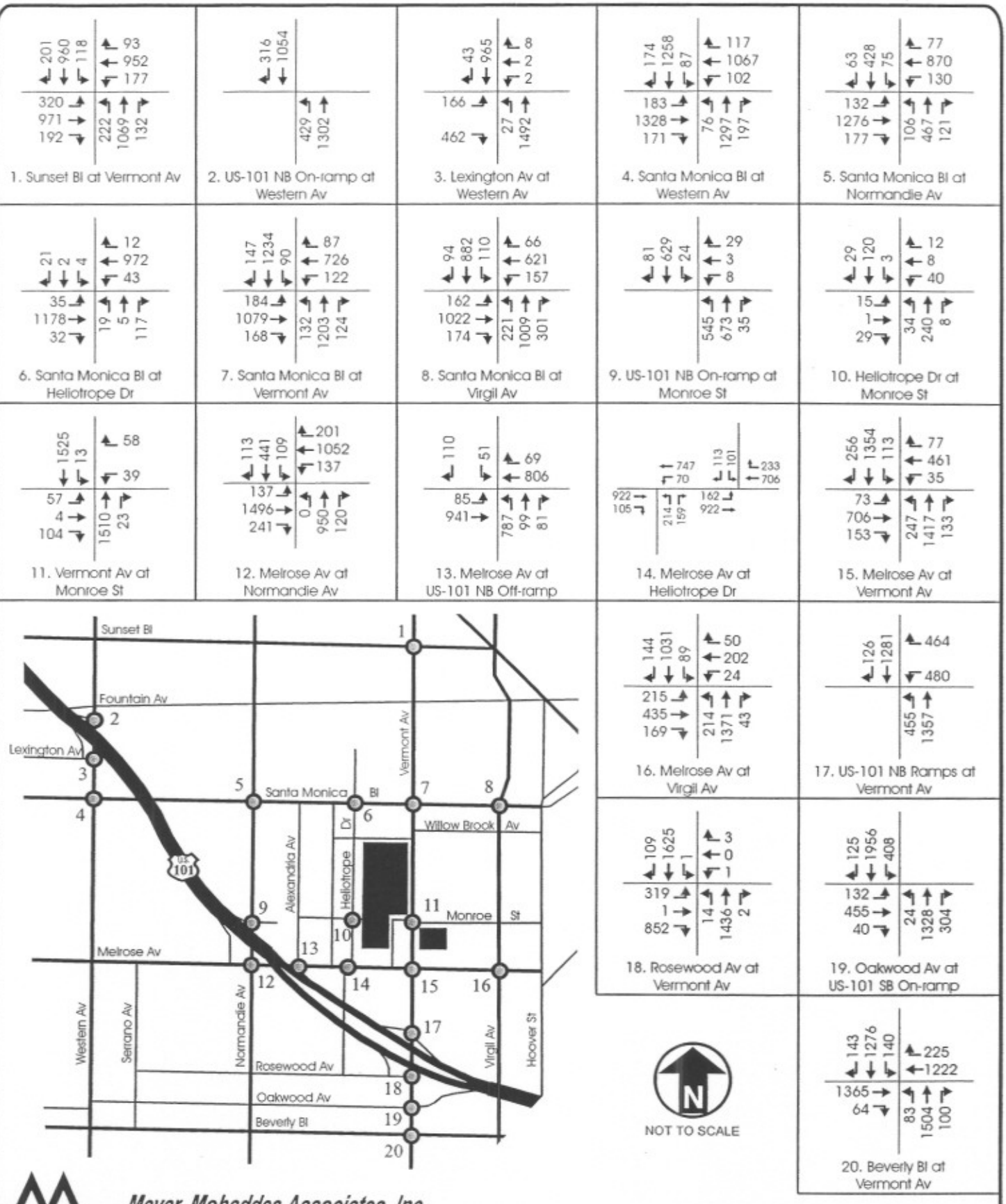

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FIGURE 8
Future No-Project PM Peak Hour Traffic Volumes

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the 2012 without project traffic forecast, the levels of service at the analyzed intersections were calculated for both peak hours. **Table 4** summarizes the peak hour level of service results. As shown in **Table 4**, eight of the twenty analyzed intersections are currently operating at LOS E or F during one or both of the peak hours. These intersections are:

- Sunset Bl. & Vermont Av. (PM peak hour)
- Santa Monica Bl. & Western Av. (both peak hours)
- Santa Monica Bl. & Normandie Av. (PM peak hour)
- Santa Monica Bl. & Virgil Av. (AM peak hour)
- US-101 On-ramp & Normandie Av. (AM peak hour)
- Melrose Av. & Normandie Av. (both peak hours)
- Melrose Av. & Virgil Av. (AM peak hour)
- Beverly Bl. & Vermont Av. (both peak hours)

The remaining twelve study intersections currently operate at LOS D or better during both peak hours. It should be noted that the four existing stop-controlled intersections were analyzed as if signalized under future conditions, per LADOT guidelines. The City's significance criteria are based on increase in V/C ratio as discussed in the following section.

TABLE 4
FUTURE NO-PROJECT LEVEL OF SERVICE SUMMARY

Intersection	Peak Hour	Existing		Future No Project	
		V/C or Delay	LOS	V/C	LOS
1 Sunset Bl and Vermont Av	AM	0.602	B	0.672	B
	PM	0.872	D	0.981	E
2 US-101 On-ramp and Western Av [a]	AM	20.7	C	0.713	C
	PM	21.9	C	0.743	C
3 Lexington Av (US-101Off-ramp) and Western Av	AM	0.421	A	0.478	A
	PM	0.568	A	0.653	B
4 Santa Monica Bl and Western Av	AM	0.781	C	0.902	E
	PM	0.824	D	0.975	E
5 Santa Monica Bl and Normandie Av	AM	0.765	C	0.838	D
	PM	0.862	D	0.943	E
6 Santa Monica Bl and Heliotrope Dr [a]	AM	40.8	E	0.464	A
	PM	51.4	F	0.573	A
7 Santa Monica Bl and Vermont Av	AM	0.521	A	0.673	B
	PM	0.697	B	0.768	C
8 Santa Monica Bl and Virgil Av	AM	0.969	E	1.066	F
	PM	0.761	C	0.863	D
9 US-101 On-ramp and Normandie Av [a]	AM	167.6	F	0.934	E
	PM	97.4	F	0.863	D
10 Monroe St and Heliotrope Dr [a]	AM	10.7	B	0.211	A
	PM	12.2	B	0.235	A
11 Monroe St and Vermont Av	AM	0.259	A	0.290	A
	PM	0.338	A	0.375	A
12 Melrose Av and Normandie Av	AM	1.044	F	1.141	F
	PM	1.263	F	1.380	F
13 Melrose Av and US-101 Off-ramp	AM	0.777	C	0.858	D
	PM	0.703	C	0.777	C
14 Melrose Av and Heliotrope Dr	AM	0.415	A	0.463	A
	PM	0.615	B	0.695	B
15 Melrose Av and Vermont Av	AM	0.555	A	0.689	B
	PM	0.592	A	0.656	B
16 Melrose Av and Virgil Av	AM	0.848	D	0.941	E
	PM	0.750	C	0.824	D
17 US-101On/Off-ramps and Vermont Av	AM	0.612	B	0.681	B
	PM	0.732	C	0.821	D
18 Rosewood Av (US-101 Off-ramp) and Vermont Av	AM	0.648	B	0.719	C
	PM	0.609	B	0.678	B
19 Oakwood Av/US-101 On-ramp and Vermont Av	AM	0.484	A	0.534	A
	PM	0.503	A	0.554	A
20 Beverly Bl and Vermont Av	AM	0.875	D	0.973	E
	PM	0.804	D	0.905	E

Note:

a. Location controlled by stop sign(s). Value represents average delay in seconds for existing conditions. For future conditions, location analyzed as if signalized.

FUTURE WITH PROJECT CONDITIONS

Project Trip Generation

The first step in analyzing the future traffic conditions with the project is to estimate the number of new trips expected to be generated by the proposed project. This section of the report describes the estimation of future traffic generation of the proposed project.

As described previously, the proposed project would result in an increase in student enrollment from the existing 15,500 students to 19,000 students by the year 2012. Utilizing trip generation rate data contained in the ITE *Trip Generation, 6th Edition*, the estimated trips for the proposed project were calculated. The resulting trip generation estimates are summarized in **Table 5**. As shown, the increase in student enrollment is expected to generate a total of approximately 4,580 net daily trips of which approximately 415 trips are expected to occur during the morning peak hour and approximately 505 trips during the evening peak hour. As shown on **Table 5**, a transit trip reduction is expected given that the site is located at a Metro Redline station. Per the County of Los Angeles Congestion Management Program guidelines, a 15% reduction was applied to the trip generation estimates. It should be noted that this would appear to be a conservative estimate since data from an on-campus survey showed that only 46% of the student arrive to campus via the automobile. The detailed results of the survey in presented in Appendix A.

Project Trip Distribution and Assignment

The next step in the forecast of project traffic is the anticipated distribution of the trip estimates. The trip distribution assumptions are used to determine the origin and destination of the new vehicle trips associated with the project. The geographic distribution of a sample of the existing student population was determined based on the results of the on-campus survey conducted during the spring semester of 2002. The distribution was based on the zip cope of the students responding to the survey. Based on the responses a trip distribution pattern for the proposed project was developed. **Table 6** shows the general areas where trips associated with the project would be expected to generate from. As can be seen the majority of the trips would come from the south and west of the site. Based on the project trip generation and the trip distribution pattern, the project only traffic volumes were assigned

TABLE 5
LACC MASTER PLAN EIR
PROJECT TRIP GENERATION

	No. of Students	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Future 2011	19,000	29,260	2,421	239	2,660	2,196	1,034	3,230
Existing 2001	15,500	23,870	1,975	195	2,170	1,792	843	2,635
Increase in Trips		5,390	446	44	490	405	190	595
Transit Credit [a]	15%	-809	-67	-7	-74	-61	-29	-89
Net trips		**4,582**	**379**	**37**	**417**	**344**	**162**	**506**

Notes:
[a] The 15% Transit Credit is consistent with CMP Guidelines for Commercial Development around Transit Center. The 15% credit is conservative because LACC survey indicates that only 46% of students drive to campus.

TABLE 6
PROJECT TRIP DISTRIBUTION

General Area	%
1 Wilshire Center/Western-Crenshaw Corridor	19.5%
2 I-110 Corridor s/o Olympic Bl	13%
3 Silver Lake/Echo Park/Boyle Heights/East LA/East LA County	9%
4 Downtown LA/Westlake/I-710 Corridor	7%
5 West LA/Beverly Hills/Culver City/Santa Monica/W. Hollywood/Fairfax	11.5%
6 Los Feliz	9%
7 Hollywood/San Fernando Valley	14%
8 LACC Adjacent	9%
9 Silver Lake/Atwater Village/Highland Park/Glendale/Pasadena/Alhambra	8%
Total	100%

Note:
Percentages based on zip-code information obtained from Spring 2002 campus survey.

to the street network. **Figures 9 and 10** illustrate the resulting project only morning and evening peak hour traffic volumes, respectively, at the analyzed intersections.

Future With Project Traffic Analysis

The project only peak hour traffic volumes shown in **Figures 9 and 10** were then added to the future no-project traffic volumes. The resulting year 2012 With Project morning and evening peak hour traffic volumes are shown on **Figures 11 and 12**, respectively.

Threshold of Significance

Per CEQA, any significant project related impacts are required to be identified in the EIR. Significant traffic impacts are determined based on threshold of significance set by respective agencies. The City of Los Angeles Department of Transportation (LADOT) has established threshold criteria, which are used to determine if a project has a significant traffic impact. Using the LADOT standard, a project impact would be considered significant if the following conditions are met:

Intersection Condition 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

The above criteria were applied to determine potential significant traffic impacts associated with the project at the twenty study locations.

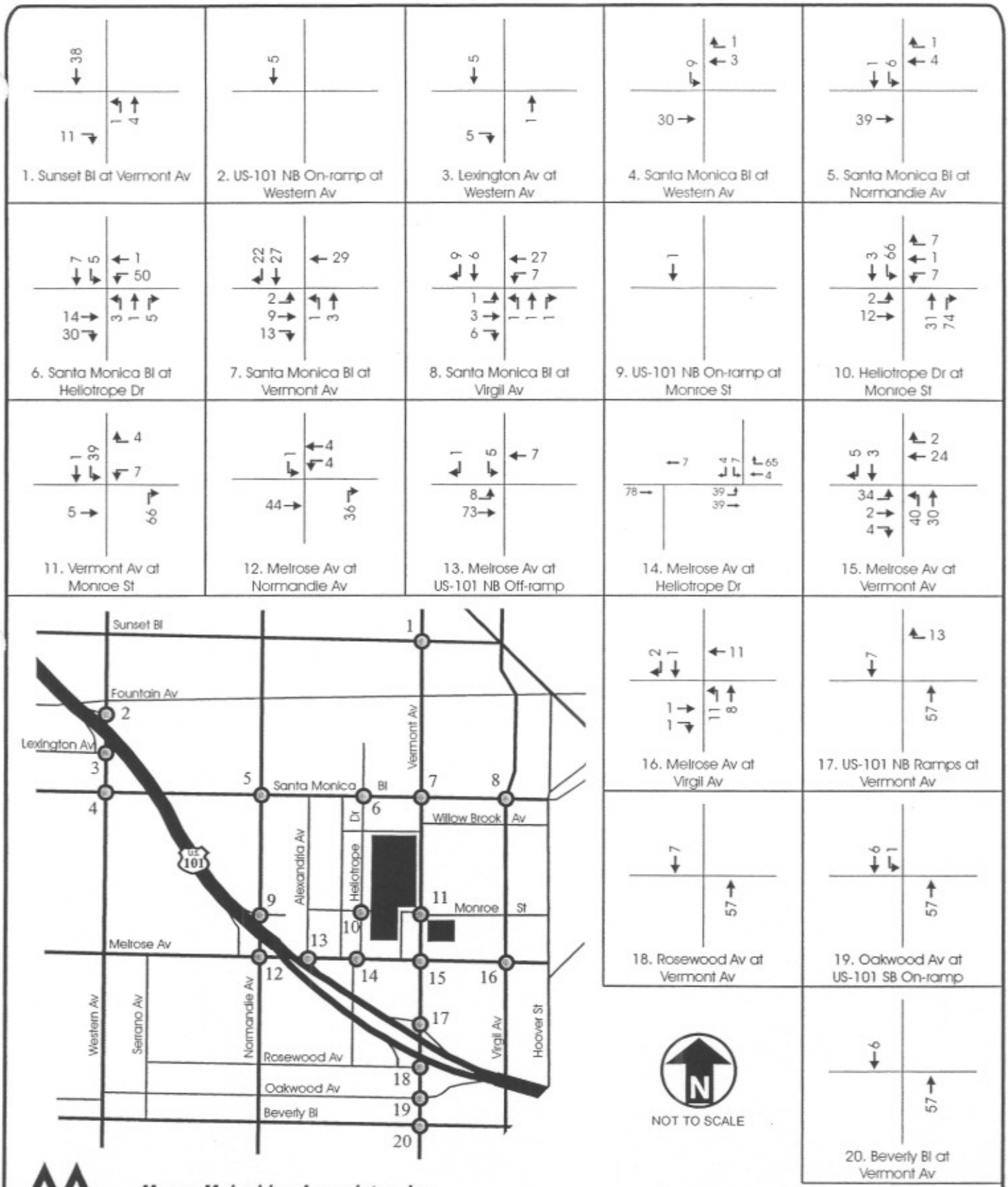
Future with Project Analysis

The intersection volume-to-capacity ratios and corresponding levels of service for future with project were calculated and the results summarized in **Table 7** for each of the twenty analyzed locations. The resultant change in V/C ratio comparing the "Future With Project" to the "Future No Project" is also presented in the table.

Based on the City of Los Angeles' thresholds of significance, the future with project forecast indicate that the proposed project would create significant traffic impacts at six of the twenty analyzed intersections during one or both peak hours. **Table 7** summarizes the results of the analysis. As shown on the table, the six analyzed intersections which are forecast to be significantly impacted include:

- Sunset Bl. & Vermont Av. (PM peak hour)
- Santa Monica Bl. & Normandie Av. (PM peak hour)
- Melrose Av. & Normandie Av. (both peak hours)
- Melrose Av. & Vermont Av. (AM peak hour)
- Melrose Av. & Virgil Av. (AM peak hour)
- Beverly Bl. & Vermont Av. (PM peak hour)

The remaining fourteen analyzed intersections are not expected to be significantly impacted by traffic from the proposed project during the morning and evening peak hours.



Meyer, Mohaddes Associates, Inc.

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LACC Master Plan
Traffic Impact Study

FIGURE 9
Project Only AM Peak Hour Traffic Volumes

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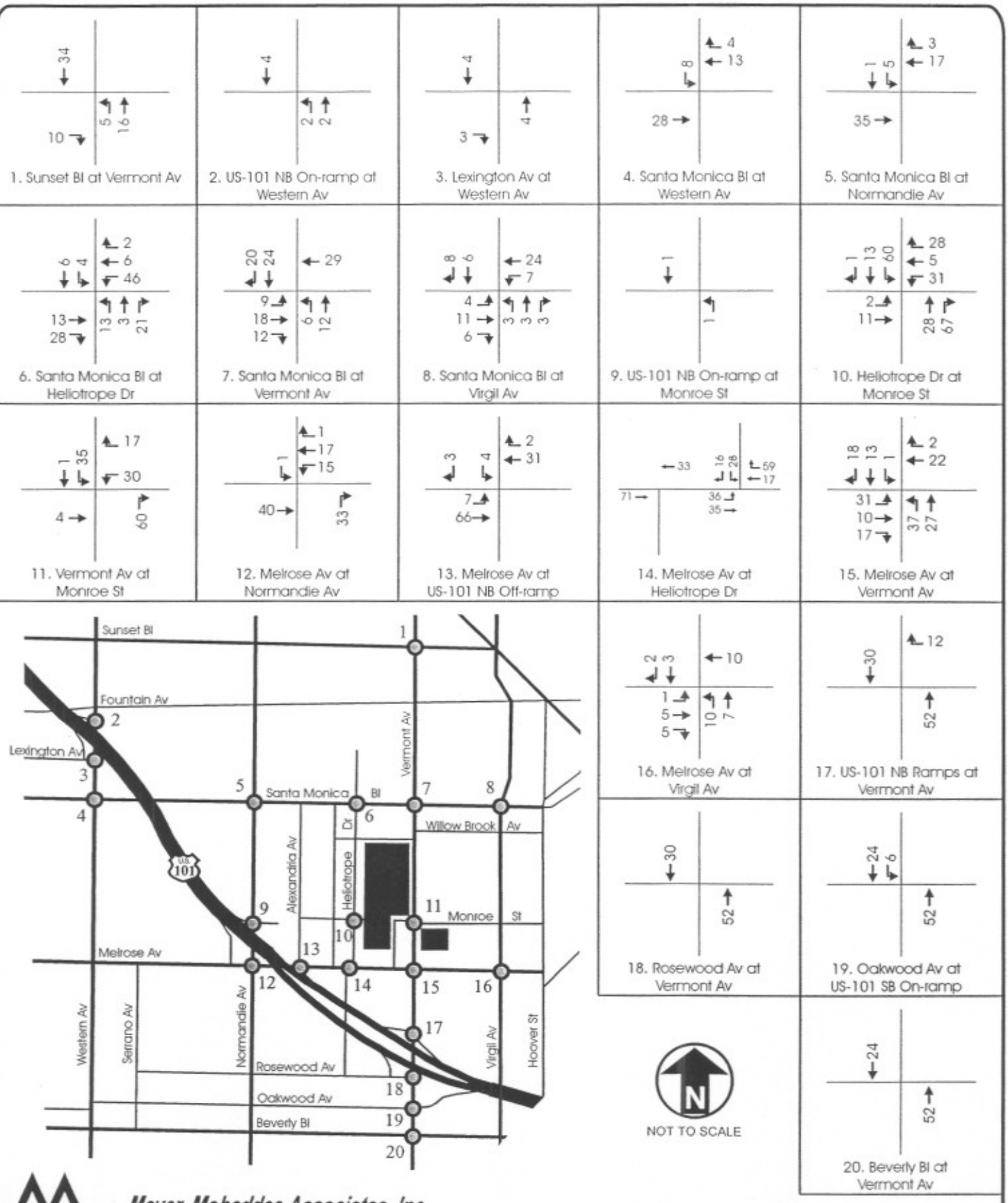

Meyer, Mohaddes Associates, Inc.

An Iteris Company

LACC Master Plan
Traffic Impact Study

FIGURE 10
Project Only PM Peak Hour Traffic Volumes

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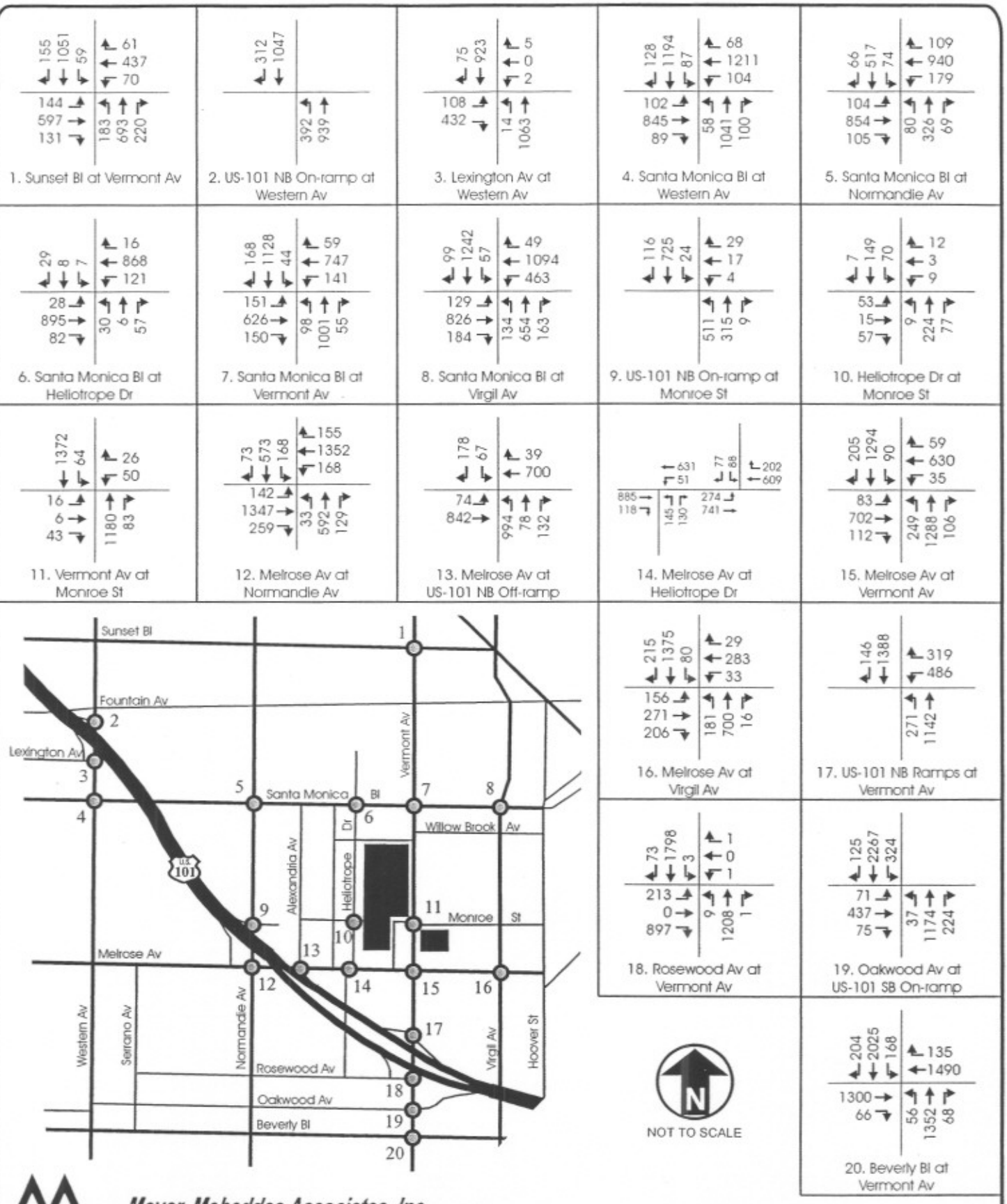

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LACC Master Plan
Traffic Impact Study

FIGURE 11
Future With Project AM Peak Hour Traffic Volumes

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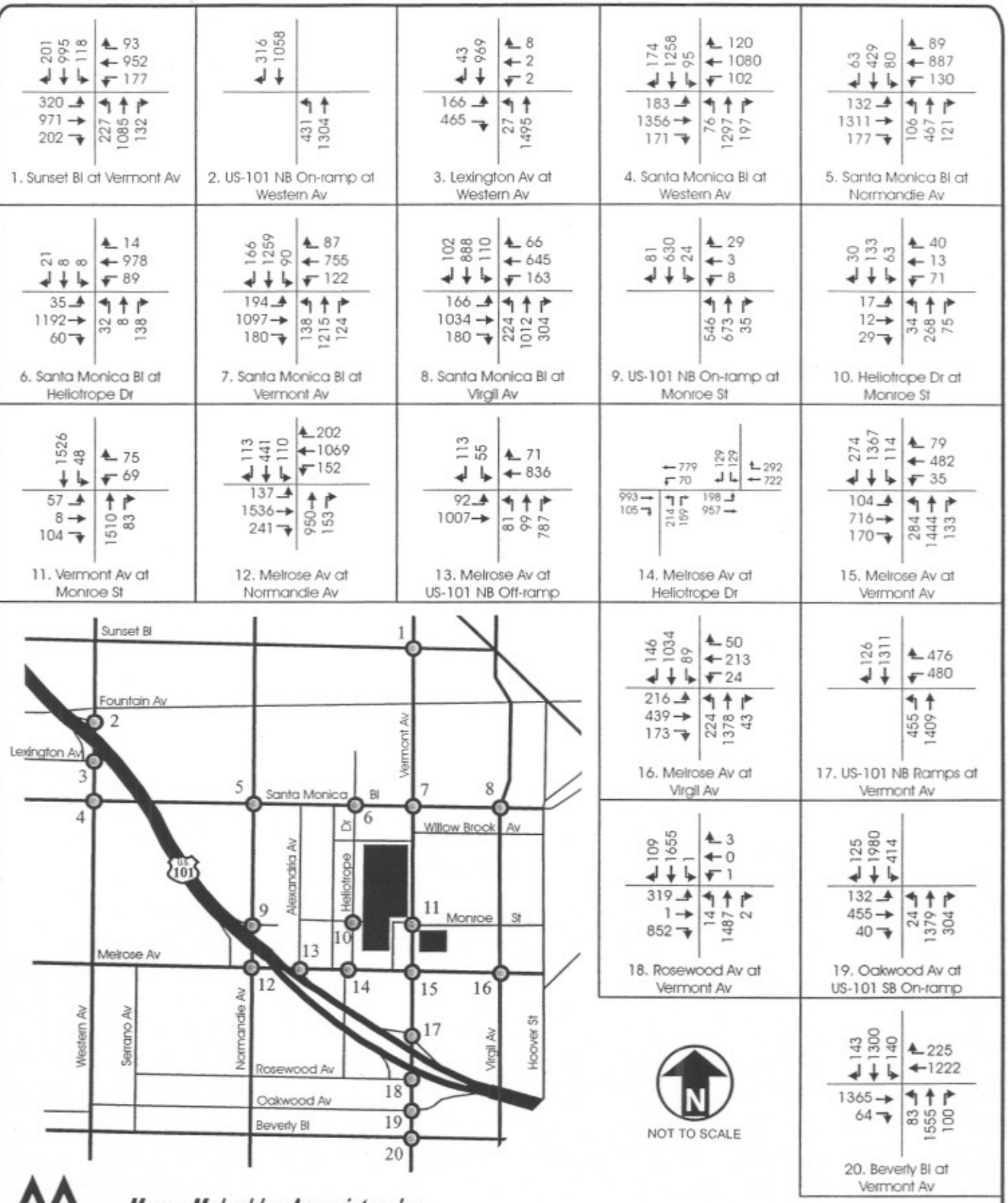

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LACC Master Plan
Traffic Impact Study

FIGURE 12
Future With Project PM Peak Hour Traffic Volumes

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TABLE 7
FUTURE WITH PROJECT LEVEL OF SERVICE SUMMARY

Intersection	Peak Hour	Existing		Future No Project		Future With Project		Increase	Significant
		V/C or Delay	LOS	V/C	LOS	V/C	LOS	In V/C	Impact
1 Sunset Bl and Vermont Av	AM	0.602	B	0.672	B	0.686	B	0.014	No
	PM	0.872	D	0.981	E	0.997	E	0.016	Yes
2 US-101 On-ramp and Western Av [a]	AM	20.7	C	0.713	C	0.715	C	0.002	No
	PM	21.9	C	0.743	C	0.745	C	0.002	No
3 Lexington Av (US-101Off-ramp) and Western Av	AM	0.421	A	0.478	A	0.480	A	0.002	No
	PM	0.568	A	0.653	B	0.655	B	0.002	No
4 Santa Monica Bl and Western Av	AM	0.781	C	0.902	E	0.904	E	0.002	No
	PM	0.824	D	0.975	E	0.980	E	0.005	No
5 Santa Monica Bl and Normandie Av	AM	0.765	C	0.838	D	0.856	D	0.018	No
	PM	0.862	D	0.943	E	0.959	E	0.016	Yes
6 Santa Monica Bl and Heliotrope Dr [a]	AM	40.8	E	0.464	A	0.537	A	0.073	No
	PM	51.4	F	0.573	A	0.651	B	0.078	No
7 Santa Monica Bl and Vermont Av	AM	0.521	A	0.673	B	0.694	B	0.021	No
	PM	0.697	B	0.768	C	0.777	C	0.009	No
8 Santa Monica Bl and Virgil Av	AM	0.969	E	1.066	F	1.075	F	0.009	No
	PM	0.761	C	0.863	D	0.876	D	0.013	No
9 US-101 On-ramp and Normandie Av [a]	AM	167.6	F	0.934	E	0.935	E	0.001	No
	PM	97.4	F	0.863	D	0.865	D	0.002	No
10 Monroe St and Heliotrope Dr [a]	AM	10.7	B	0.211	A	0.331	A	0.120	No
	PM	12.2	B	0.235	A	0.353	A	0.118	No
11 Monroe St and Vermont Av	AM	0.259	A	0.290	A	0.315	A	0.025	No
	PM	0.338	A	0.375	A	0.450	A	0.075	No
12 Melrose Av and Normandie Av	AM	1.044	F	1.141	F	1.182	F	0.041	Yes
	PM	1.263	F	1.380	F	1.426	F	0.046	Yes
13 Melrose Av and US-101 Off-ramp	AM	0.777	C	0.858	D	0.872	D	0.014	No
	PM	0.703	C	0.777	C	0.798	C	0.021	No
14 Melrose Av and Heliotrope Dr	AM	0.415	A	0.463	A	0.523	A	0.060	No
	PM	0.615	B	0.695	B	0.698	B	0.003	No
15 Melrose Av and Vermont Av	AM	0.555	A	0.689	B	0.746	C	0.057	Yes
	PM	0.592	A	0.656	B	0.671	B	0.015	No
16 Melrose Av and Virgil Av	AM	0.848	D	0.941	E	0.957	E	0.016	Yes
	PM	0.750	C	0.824	D	0.841	D	0.017	No
17 US-101On/Off-ramps and Vermont Av	AM	0.612	B	0.681	B	0.686	B	0.005	No
	PM	0.732	C	0.821	D	0.832	D	0.011	No
18 Rosewood Av (US-101 Off-ramp) and Vermont Av	AM	0.648	B	0.719	C	0.721	C	0.002	No
	PM	0.609	B	0.678	B	0.685	B	0.007	No
19 Oakwood Av/US-101 On-ramp and Vermont Av	AM	0.484	A	0.534	A	0.535	A	0.001	No
	PM	0.503	A	0.554	A	0.568	A	0.014	No
20 Beverly Bl and Vermont Av	AM	0.875	D	0.973	E	0.974	E	0.001	No
	PM	0.804	D	0.905	E	0.917	E	0.012	Yes

Note:
a. Location controlled by stop sign(s). Value represents average delay in seconds for existing conditions. For future conditions, location analyzed as if signalized.

Intersection Traffic Impact Mitigation Measures

Mitigation measures were developed for those locations where it was feasible and their effectiveness was analyzed. The potential measures were designed to increase capacity and included operational improvements and potential physical improvements. Physical improvements involving right-of-way acquisition were not considered since the study area is a relatively built-up area with little or no easily available right-of-way for roadway improvements.

Sunset Boulevard and Vermont Avenue – Fund a proportionate share of the cost of the design and construction of the Adaptive Traffic Control System (ATCS) upgrade to the existing ATSAC system. With the implementation of this mitigation measure, the significant impact expected during the evening peak hour would be mitigated to a level less than significant (V/C ratio of 0.967 and LOS E).

Santa Monica Boulevard and Normandie Avenue – Fund a proportionate share of the cost of the design and construction of the Adaptive Traffic Control System (ATCS) upgrade to the existing ATSAC system. With the implementation of this mitigation measure, the significant impact expected during the evening peak hour would be mitigated to a level less than significant (V/C ratio of 0.929 and LOS E).

Melrose Avenue and Normandie Avenue – Fund a proportionate share of the cost of the design and construction of the Adaptive Traffic Control System (ATCS) upgrade to the existing ATSAC system. With the implementation of this mitigation measure, the operating conditions at the intersection would improve during both peak hours (V/C ratio 1.152 in the AM and 1.396 in the PM) however, the project's significant impact would not be mitigated to a level less than significant. Therefore, a residual significant impact at this location would be expected.

Melrose Avenue and Vermont Avenue – Fund a proportionate share of the cost of the design and construction of the Adaptive Traffic Control System (ATCS) upgrade to the existing ATSAC system. With the implementation of this mitigation measure, the significant impact expected during the morning peak hour would be mitigated to a level less than significant (V/C ratio of 0.716 and LOS C).

Melrose Avenue and Virgil Avenue – Fund a proportionate share of the cost of the design and construction of the Adaptive Traffic Control System (ATCS) upgrade to the existing ATSAC system. With the implementation of this mitigation measure, the significant impact expected during the morning peak hour would be mitigated to a level less than significant (V/C ratio of 0.927 and LOS E).

Beverly Boulevard and Vermont Avenue – Fund a proportionate share of the cost of the design and construction of the Adaptive Traffic Control System (ATCS) upgrade to the existing ATSAC system. With the implementation of this mitigation measure, the significant impact expected during the evening peak hour would be mitigated to a level less than significant (V/C ratio of 0.887 and LOS D).

CONGESTION MANAGEMENT PROGRAM SYSTEM ANALYSIS

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

The CMP "Traffic Impact Analysis Guidelines" requires analysis of all surface street monitoring locations where the proposed project adds 50 or more peak hour trips. The CMP also requires all freeway segments to be analyzed where the proposed project adds 150 or more trips during the peak hour. Within the study area, there is one CMP monitoring location which could potential be impacted by the proposed project. This intersection is located at:

- Santa Monica Boulevard and Western Avenue

This intersection was assessed utilizing the methodologies described previously in this report to determine if a significant traffic impact would be created by the proposed project. It should be noted that given the local nature of the project trips, the 150 peak hour threshold for analysis of freeway segments was not met. Therefore the analysis of CMP freeway segments were not required.

Existing Conditions

Based on the existing peak hour traffic volumes and the existing lane configurations at the analyzed CMP intersections, the existing levels of service were determined. The previously shown **Table 2** summarizes the results of this analysis. As shown, the intersection of Santa Monica Boulevard and Western Avenue is currently operating at acceptable levels of service (LOS D or better) during both peak hours.

Future Conditions

Future operating conditions for the two CMP locations were assessed without and with the proposed LACC Master Plan. The results of this analysis are summarized in **Table 4**. As shown, the CMP intersection at Santa Monica Boulevard and Western Avenue is expected to operate at LOS E during both peak hours under future no-project conditions. As summarized in **Table 7**, under conditions with the proposed project, the analyzed CMP intersection is expected to continue to operate at LOS E during both peak hours.

Significant Impact Assessment

Similar to the City of Los Angeles significant impact criteria utilized in the previous section, the CMP also applies a significant impact threshold to determine a project's potential impacts. The CMP significance threshold states that a project would create a significant traffic impact if an increase in V/C ratio of 0.02 and a resulting LOS F is caused by the addition of project traffic.

Applying the CMP significant impact criteria to the future operating conditions at the analyzed CMP intersection of Santa Monica Boulevard and Western Avenue, the proposed project is not expected to significantly impact this location.

PARKING ANALYSIS

As described in the introduction, the proposed Los Angeles City College Master Plan will provide 959 new parking spaces. The LACC campus overall would provide a total of 2,604 spaces. The majority of the on-site parking would be provided in the existing Lot 1, located on the east side of Vermont Avenue, and new parking facilities located on the northeast corner of Heliotrope Drive and Melrose Avenue and the southeast corner of Heliotrope Drive and Willowbrook Avenue. This section provides an analysis of the parking conditions at the LACC with the proposed completion of the Master Plan.

Future Parking Demand

The parking demand expected from the completion of the Master Plan was based on the existing program activities at the college and the projected increase in student population by the year 2012. Current class schedules were utilized to determine the degree of activity on the campus during a peak day (Monday). Based on this information it was determined that 201 classes were in session during the 9-10 AM hour. The 9-10 AM hour along with the adjacent hour before and after were utilized to determine the future peak parking demand for the campus.

Based on information provided by the campus, the average number of students per class is currently 26. It is expected that by the year 2012 with the completion of the Master Plan, the average number of students per class would increase to 32. This is consistent with the overall growth from 15,500 students to 19,000 students by the year 2012. Based on this increase in student enrollment (average of 6 students per class) and the existing schedule of classes, the peak number of students were estimated for the 9-10 AM hour. **Table 8** summarizes the projected increase in the number of students for 9-10 AM assuming that 201 classes are in session and the average number of students per class increases from 26 (existing 2002) to 32 (year 2012). As shown, during this hour it is estimated that approximately 1,206 students would be in class. The 8-9 AM hour and the 10-11 AM hour were also considered, as students may stay on campus after class and arrive during the hour before class starts. There are 17 classes which end at 9:00 AM and 7 new classes which start at 10:00 AM. For purposes of analysis, the activity associated with these classes were assumed in the peak parking demand calculations.

A detailed survey was conducted at the campus, during the spring 2002 semester, which provided information on the mode of arrival and auto occupancy. This information was also utilized in the development of the future peak parking demand. Based on the survey results, a total of 46 percent of the students drive to campus. Of the people that drive to campus approximately 20 percent carpool with an average auto occupancy of 2.5. A detailed summary of the survey results is provided in Appendix A.

Utilizing the data discussed above the future peak parking demand associated with the anticipated growth in student enrollment under the Master plan was calculated for the campus. The results are summarized in **Table 8**. As shown, the student (in class) parking demand during the peak hour (9-10 AM) is projected to be approximately 491 spaces. In addition to the in-class student demand, the need for an additional 59 spaces for activities associated with the classes ending at 9:00 AM and classes starting at 10:00 AM would be expected. Overall, as shown on **Table 8**, the additional 3,500 students would generate a peak parking demand of approximately 550 parking spaces. Based on the projected supply of 959 new spaces, the Master Plan would provide adequate on-site parking to meet this increase in demand.

Cumulative Parking Impact

As noted above, the projected parking demand generated by the additional 3,500 students would be met by the additional parking supply being provided by the Master Plan. There is however, the potential for a

TABLE 8
LACC MASTER PLAN EIR
YEAR 2012 PARKING DEMAND ESTIMATES

Existing 2002 FTES	15,500
Year 2012 FTES	19,000
Growth Factor	1.23
Average # of Students Per Class (existing)	26
Average # of Students Per Class (Year 2012)	32

Time	Number of Classes In Session	Increase In Number of Students
6:00-7:00 AM	11	66
7:00-8:00	15	90
8:00-9:00	83	498
9:00-10:00	201	1,206
10:00-11:00	156	936
11:00-12:00 PM	139	834
12:00-1:00	190	1,140
1:00-2:00	116	696
2:00-3:00	83	498
3:00-4:00	89	534
4:00-5:00	71	426
5:00-6:00	81	486
6:00-7:00	160	960
7:00-8:00	118	708
8:00-9:00	116	696
9:00-10:00 PM	108	648

Parking Demand Estimates

Peak Students		1,206
Percentage Drive to Campus	46%	
Drive alone	37%	445
Carpool	9%	114
Auto Occupancy		
Drive alone	1.0	445
Carpool	2.5	46
Total Vehicles/Spaces		**491**
Non In-Class Activities (No. of spaces) [a]		**59**
Total Spaces		**550**
Supply		959
Surplus of (Short-fall)		**409**

Note:

a. Includes demand for classes ending at 9:00 AM and new classes starting at 10:00 AM.

cumulative parking impact to occur when the campus as a whole is considered. As noted above, it is expected that by the year 2012 with the completion of the Master Plan, the average number of students per class would increase to 32. Similar to the analysis conducted above, using the average student projection and the existing schedule of classes, the peak number of students were estimated for the 9-10 AM hour. **Table 9** summarizes the projected increase in the number of students for 9-10 AM assuming that 201 classes are in session and the average number of students is 32. As shown, during this hour it is estimated that approximately 6,432 students would be in class. The 8-9 AM hour and the 10-11 AM hour were also considered, as students may stay on campus after class and arrive during the hour before class starts. There are 17 classes which end at 9:00 AM and 7 new classes which start at 10:00 AM. For purposes of analysis, the activity associated with these classes were assumed in the peak parking demand calculations.

Utilizing the survey data discussed previously, the future peak parking demand was calculated for the campus for cumulative conditions with the Master Plan. The results are summarized in **Table 9**. As shown, the student (in class) parking demand during the peak hour (9-10 AM) is projected to be approximately 2,620 spaces. In addition to the in-class student demand, 580 spaces were assumed to be needed for faculty and staff, and an additional 350 spaces for activities associated with the classes ending at 9:00 AM, classes starting at 10:00 AM and other non in-class related activities. Overall, as shown on **Table 9**, the campus would require approximately 3,550 parking spaces. Based on the projected supply of 2,604 spaces, the Master Plan would create a shortfall of approximately 945 spaces.

Potential Mitigation Measure

As discussed above and summarized in **Table 9**, under cumulative conditions with the proposed Master Plan a parking impact is projected. As shown previously on **Table 9,** a parking shortfall of approximately 945 spaces would be anticipated. Given the unique ability of the campus to control the amount of activity occurring on-site, via the scheduling of classes/activities, the following mitigation measure is proposed to minimize the potential parking impacts. The peak parking demand could be meet if a cap of 128 classes were in session for any given hour. This would require spreading the classes offered more evenly over the course of the day avoiding a concentrated peak. **Table 10** summarizes the projected parking demand assuming that the maximum number of classes in session during an hour is 128. It should be recognized that the majority of the classes offered at the college are more than one hour long therefore having hours with 128 classes back to back does not necessarily mean 128 new classes starting and ending in an hour. The calculations in **Table 10** assume that there would be classes ending the hour before and new classes starting the hour after the peak similar to that experienced at the campus for existing conditions.

TABLE 9
LACC MASTER PLAN EIR
YEAR 2012 PARKING DEMAND ESTIMATES
(CUMULATIVE PARKING DEMAND)

Existing 2002 FTES	15,500
Year 2012 FTES	19,000
Growth Factor	1.23
Average # of Students Per Class (existing)	26
Average # of Students Per Class (Year 2012)	32

Time	Number of Classes In Session	Number of Students (Ave = 32)
6:00-7:00 AM	11	352
7:00-8:00	15	480
8:00-9:00	83	2,656
9:00-10:00	201	6,432
10:00-11:00	156	4,992
11:00-12:00 PM	139	4,448
12:00-1:00	190	6,080
1:00-2:00	116	3,712
2:00-3:00	83	2,656
3:00-4:00	89	2,848
4:00-5:00	71	2,272
5:00-6:00	81	2,592
6:00-7:00	160	5,120
7:00-8:00	118	3,776
8:00-9:00	116	3,712
9:00-10:00 PM	108	3,456

Parking Demand Estimates

Peak Students		6,432
Percentage Drive to Campus	46%	
Drive alone	37%	2,376
Carpool	9%	609
Auto Occupancy		
Drive alone	1.0	2,376
Carpool	2.5	244
Total Vehicles/Spaces		**2,619**
Faculty and staff (No. of spaces)		**580**
Non In-Class Activities (No. of spaces) [a]		**350**
Total Spaces		**3,549**
Supply		2,604
Short-fall		**945**

Note:

a. Includes demand for classes ending at 9:00 AM and new classes starting at 10:00 AM.

TABLE 10
LACC MASTER PLAN EIR
YEAR 2012 PARKING DEMAND ESTIMATES
WITH REVISED SCHEDULE

Existing 2002 FTES	15,500
Year 2012 FTES	19,000
Growth Factor	1.23
Average # of Students Per Class (existing)	26
Average # of Students Per Class (Year 2012)	32

Time	Classes In Session (Existing Schedule)	Classes In Session (Revised Schedule)	Number of Students (Ave = 32)
6:00-7:00 AM	11	11	352
7:00-8:00	15	70	2,240
8:00-9:00	83	128	4,096
9:00-10:00	201	128	4,096
10:00-11:00	156	128	4,096
11:00-12:00 PM	139	128	4,096
12:00-1:00	190	128	4,096
1:00-2:00	116	128	4,096
2:00-3:00	83	100	3,200
3:00-4:00	89	100	3,200
4:00-5:00	71	100	3,200
5:00-6:00	81	90	2,880
6:00-7:00	160	128	4,096
7:00-8:00	118	128	4,096
8:00-9:00	116	128	4,096
9:00-10:00 PM	108	114	3,648
	1737	1737	

Parking Demand Estimates

Peak Students		4,096
Percentage Drive to Campus	46%	
Drive alone	37%	1,513
Carpool	9%	388
Auto Occupancy		
Drive alone	1.0	1,513
Carpool	2.5	155
Total Vehicles/Spaces		**1,668**
Faculty and staff (No. of spaces)		**580**
Non In-Class Activities (No. of spaces) [a]		**350**
Total Spaces		**2,598**
Supply		2,604
Surplus		**6**

Note:

a. Includes demand for classes ending at 9:00 AM and new classes starting at 10:00 AM.

APPENDIX A

LACC SURVEY – SPRING SEMESTER 2002

Los Angeles City College Student Access Survey Spring 2002

To help us with completing a Master Plan to improve the LACC campus, please complete the following questions.

1. When do you primarily take classes at LACC?

- Monday Daytime
- Monday Evening/Night
- Tuesday Daytime
- Tuesday Evening/Night
- Wednesday Daytime
- Wednesday Evening/Night
- Thursday Daytime
- Thursday Evening/Night
- Friday Daytime
- Friday Evenings/Night
- Weekend

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most often.

3. Do you typically come to class from:

- Home
- Work
- Other

2. What is your ZIP code? Write ZIP code in boxes and fill in bubbles.

Home

Work

4. How did you get to the LACC campus today?

- Walk
- Bus
- MTA Subway
- Passenger car or truck
- Bicycle
- Other

If you came by car today please answer the following questions:

5. Were you:

- Driver
- Passenger

6. Did you carpool to the LACC campus?

- Yes
- No

7. Other than yourself, how many people were in your carpool to campus?

- None
- 1
- 2
- 3
- 4
- More than 4

8. If you came to a campus in a car and parked, where is the car parked?

- LACC Lot 1 on the east side of Vermont
- LACC on-campus parking lot other than Lot 1
- At a parking meter on Vermont
- At a parking meter on Heliotrope
- At a parking meter on Willowbrook
- On some other street
- Did not park, was dropped off

9. If you have any comments about transportation to LACC or parking, write them here. Use the back if you need more room.

_____

_____

_____

LACC Master Plan

Los Angeles City College

Student Access Survey: Spring 2002

		Count	Percent
1 When do you primarily take classes at LACC?			
A	Monday Daytime	281	18.0%
B	Monday Evening/Night	89	5.7%
C	Tuesday Daytime	262	16.8%
D	Tuesday Evening/Daytime	84	5.4%
E	Wednesday Daytime	287	18.4%
F	Wednesday Evening/Daytime	77	4.9%
G	Thursday Daytime	272	17.4%
H	Thursday Evening/Daytime	111	7.1%
I	Friday Daytime	55	3.5%
J	Friday Evening/Daytime	4	0.3%
K	Weekend	38	2.4%
	Total	1,560	100.0%

2 What is your zip code? Write zip code in boxes.

		Count	Percent
3 Do you most often come to LACC from :			
1	Home	329	83.3%
2	Work	61	15.4%
3	Other	5	1.3%
	Total	395	100.0%

		Count	Percent
4 How did you get to the LACC campus today?			
1	Walk	25	6.7%
2	Bus	83	22.1%
3	MTA Subway	41	10.9%
4	Passenger car or truck	174	46.4%
5	Bicycle	6	1.6%
6	Other	46	12.3%
	Total	375	100.0%

		Count	Percent
5 Were you:			
1	Driver	209	77.7%
2	Passenger	60	22.3%
	Total	269	100.0%

		Count	Percent
6 Did you carpool to the LACC campus?			
1	Yes	58	20.4%
2	No	226	79.6%
	Total	284	100.0%

		Count	Percent
7 Other than yourself, how many people were in your carpool to campus?			
1	None	174	71.9%
2	1	42	17.4%
3	2	21	8.7%
4	3	1	0.4%
5	4	1	0.4%
6	More than 4	3	1.2%
	Total	242	100.0%

		Count	Percent
8 If you came to campus in a car and parked, where is the car parked?			
1	LACC Lot 1 on the east side of Verm	126	51.9%
2	LACC on-campus parking lot other than Lot 1	19	7.8%
3	At a parking meter on Vermont	7	2.9%
4	At a parking meter on Heliotrope	23	9.5%
5	At a parking meter on Willowbrook	4	1.6%
6	On some other street	52	21.4%
7	Did not park, was dropped off	12	4.9%
	Total	243	100.0%

Source: Los Angeles City College, Research Dept.