

MANHATTAN VILLAGE ENHANCEMENT PROJECT

Traffic & Parking Questions

May 2013

DEVELOPMENT PROGRAM – PHASE 1

Existing	572,840 sf
Demo	- 4,640 sf
New	<u>+64,640 sf</u>
New Mall	632,840 sf
Net New	60,000 sf

DEVELOPMENT PROGRAM – PHASE 2

Existing 632,840 sf

Demo -20,130 sf

New +50,000 sf

New Mall 662,710 sf

Net New 29,870 sf

**Net New
(Phases 1 + 2) 89,870 sf**

FULL DEVELOPMENT PROGRAM

Existing	572,800	sf
Demo	-78,086	sf
New	<u>190,000</u>	<u>sf</u>
New Mall	696,500	sf
Net New	123,672	sf

1. HOW MUCH GROWTH IS CAUSED BY THE MVSC ENHANCEMENT PROJECT?

The number of net new Project trips is relatively small when compared to existing background traffic levels.

STREET USAGE

Existing plus Phases 1 + 2

	<u>ADT</u>	<u>PM Peak Hour</u>
• Sepulveda	66,240	5,300
• Rosecrans	35,750	3,220
• Marine	<u>14,350</u>	<u>1,435</u>
Total	166,340	9,955
 MVSC Ph 1+2	 715	 176
Increase	0.4%	1.8%

PM PEAK HOUR INTERSECTION USAGE

Future w Phases 1 + 2

	<u>Volume</u>	<u>Shop Center</u>			
Sepulveda at		New	Tot	% New	% of Tot
• El Segundo	8,950	40	597	0.4	6.7
• Rosecrans	9,690	43	682	0.4	7.0
• Marine	7,275	77	949	1.1	13.0
• MB Blvd	7,204	40	597	0.6	8.3

2. WHY DOES TRAFFIC NOT INCREASE IN THE PM PEAK HOUR?

We are replacing high activity land uses with less intense land uses.

EXAMPLE

9,000 sf			9,000 sf
7-11	Coffee / Donut Shop	Liquor Store	Restaurant

PM Peak Hour Trips

436

89

Parking Demand

12

90

EXAMPLE

Replacing high-activity land uses can

- **Decrease Traffic**
- **Increase Parking**

TRIP GENERATION RATES

(Trips/1,000 sf)		
	Daily	PM Peak Hour
Retail	34.4	3.35
Fry's	45.2	8.15
Cinema	107.2	4.74

Source: ITE *Trip Generation Manual*

TRIP GENERATION

		Daily	PM Peak Hour
Existing	Retail	19,560	1,893
	Fry's	2,081	375
	<u>Cinema</u>	<u>1,876</u>	<u>83</u>
	Total	23,517	2,351
Proposed	Retail	23,979	2,335
	Difference	462	-16

3. PHASING

Does Project traffic work prior to Fry's closure?

SIGNIFICANT IMPACT CRITERIA

<u>Level of Service</u>	<u>Change in V/C</u>
D	0.02
E	0.01
F	0.01

IMPACTS BY CONSTRUCTION COMPONENT

Component	PM Peak Hour Trips	Sepulveda / Marine			Sepulveda / Rosecrans		
		LOS	Change in V/C	Significant Impact	LOS	Change in V/C	Significant Impact
I	147	E	0.003	NO	F	0.001	NO
I + II	176	E	0.008	NO	F	0.004	NO
I + II + III	-16	E	-0.001	NO	F	-0.001	NO

4. WHY MUST PARKING SUPPLY INCREASE?

We are replacing short-term parking demand with long-term parking demand.

PARKING DEMAND RATE

	<u>Spaces/1,000 sf</u>	<u>Duration</u>
Retail	4.1	90 minutes
Fry's	3.7	30 minutes
Cinema	19.8	120 minutes

PARKING SPACE USAGE

		Veh/Day	Duration	Vehicle Hours
Existing	Retail	9,780	1.5	14,670
	Fry's	1,040	0.5	520
	Cinema	<u>938</u>	2.0	<u>1,876</u>
		11,758		17,066
Proposed	Retail	11,990	1.5	17,985
			Difference	919

PARKING SUPPLY EFFECTS

$$\frac{919 \text{ sp hours/day}}{1.5 \text{ hours}} = \frac{613 \text{ spaces/day}}{3 \text{ veh/sp/day}} = \mathbf{204 \text{ spaces needed}}$$

CONCLUSIONS

Because of the Change in Land Uses:

- Project Represents a Small (<1%) Increase in Ambient Traffic Levels
- Project Generates the Same Number of Trips in the PM Peak Hour
- Project Needs More Parking Due to Increased Length of Stay