APPENDIX D

TRAFFIC REPORT

DRAFT

TRAFFIC ANALYSIS FOR
PALISADES LANDMARK RESIDENTIAL PROJECT
AT 17331-17333 TRAMONTO DRIVE, PACIFIC PALISADES

Prepared for:

PALISADES LANDMARK GROUP

Prepared by:

Crain & Associates
2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
(310) 473-6508

April 4, 2002

Ms. Esther Tam
Transportation Engineer
Department of Transportation
7166 W. Manchester Avenue
Los Angeles, CA 90045

RE: Traffic Impact Assessment of Proposed Residential Project at 17331-17333 Tramonto Drive, Pacific Palisades, City of Los Angeles

Dear Ms. Tam,

This document analyzes and evaluates the traffic impact of Palisades Landmark, a proposed 82-unit condominium/townhouse development at 17331-17333 Tramonto Drive in the Pacific Palisades community, City of Los Angeles. This analysis was prepared in accordance with the traffic study guidelines of the Los Angeles Department of Transportation (LADOT). The level of service at four key intersections in the vicinity of the project site was evaluated for the following conditions:

a) Existing (2002) condition;

b) Future (2005) "Without Project" condition; and

c) Future (2005) "With Project" condition.

The four study intersections below were selected for analysis in consultation with LADOT. These are the intersections expected to experience the largest contribution of project traffic.

1. Pacific Coast Highway and Sunset Boulevard
2. Castellammare Drive and Sunset Boulevard
3. Los Liones Drive and Sunset Boulevard
4. Los Liones Drive and Tramonto Drive

The following sections describe the project and nearby street system; discuss existing (2002) and future (2005) traffic conditions; analyze those conditions; and identify significant project traffic impacts, if any, and any necessary mitigation measures.

Project Description

The project site is an irregularly-shaped parcel of approximately 3.98 acres in the Pacific Palisades community in the City of Los Angeles. The site is in a residential hillside area which is developed with single- and multiple-family dwelling units above Sunset Boulevard. The site has an address of 17331-17333 Tramonto Drive and is situated next to and behind an existing multiple-family development at 17337-17339 Tramonto Drive. Figure 1 shows the project site and surrounding vicinity.

There are two occupied apartment buildings with a total of 20 dwelling units on the site. These buildings will be removed to allow construction of the project. As shown in Figure 2, Conceptual Project Site Plan, 82 condominium/townhouse dwelling units are proposed to be constructed in five buildings. Approximately 205 on-site parking spaces are proposed for the project. Vehicular access is to be shared via an existing driveway which serves the development at 17337-17339 Tramonto Drive. Project completion and occupation is anticipated to be in the year 2005.

Existing Streets and Highways

Primary east-west access for the project site is provided by Pacific Coast Highway (State Highway 1). Pacific Coast Highway (PCH) parallels the Pacific Ocean coastline, connecting Ventura County to the northwest and West Los Angeles to the southeast. In the site vicinity, PCH provides two through travel lanes in each direction. As this facility continues eastward into the Cities of Los Angeles and Santa Monica, it widens further to provide three travel lanes in each direction. There are left-turn lanes at major intersections and at intermittent locations along PCH. PCH is also a designated route within the Los Angeles County Congestion Management Plan (CMP) roadway system. PCH transitions to become the Santa Monica Freeway (Interstate 10) in the City of Santa Monica.

Primary north-south (and also east-west access farther east) access is provided by Sunset Boulevard, a designated Scenic Major Highway in the west side area of Los Angeles. This facility begins at PCH and extends into Downtown Los Angeles. Sunset Boulevard is also the northernmost continuous thoroughfare running along the south side of the Santa Monica Mountains, and is therefore heavily used by both local and commuter traffic. In the site vicinity, Sunset Boulevard has two travel lanes in each direction, plus left-turn channelization at major intersections.

FIGURE 1

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PROJECT SITE VICINITY MAP

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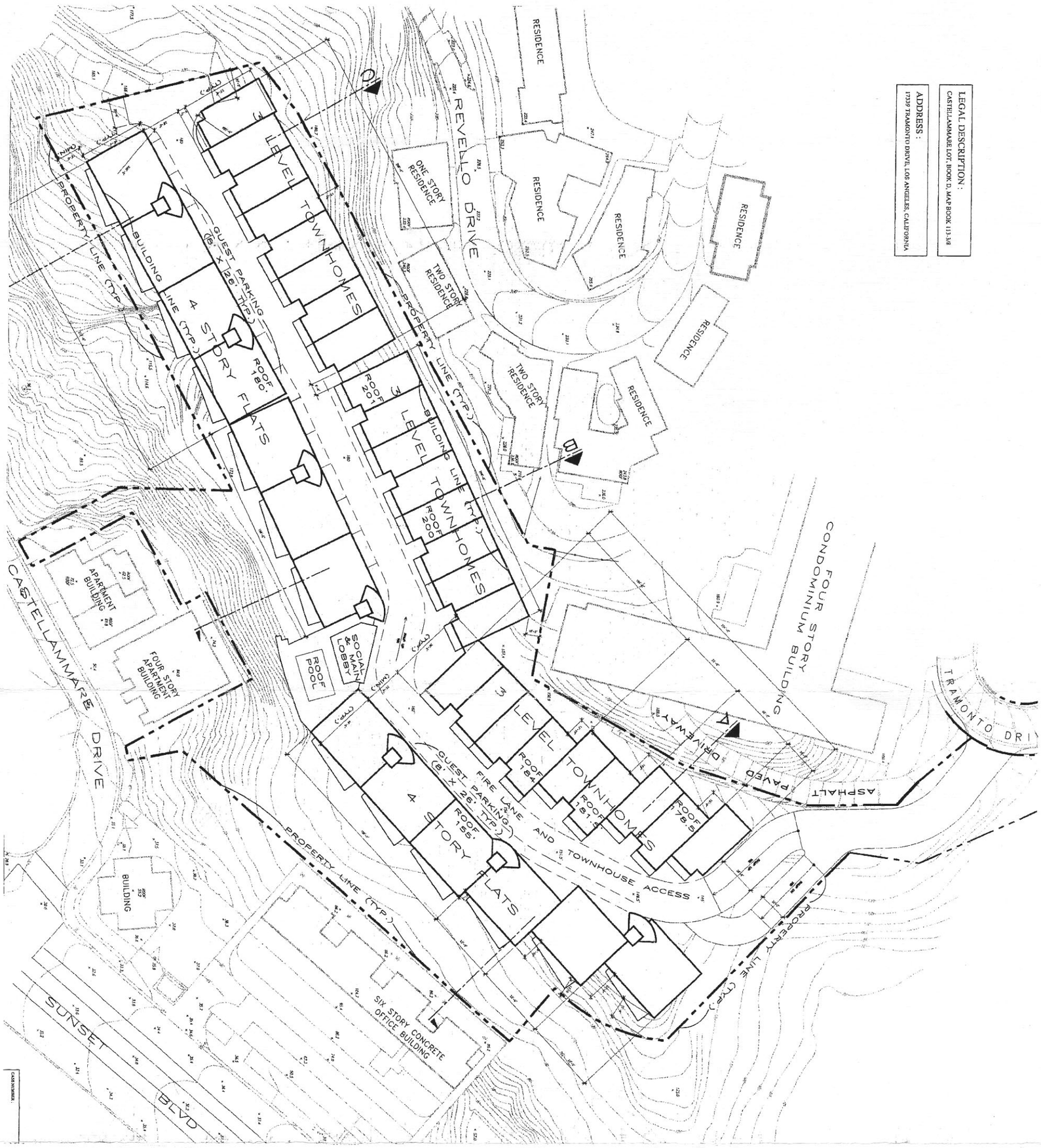

FIGURE 2

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CONCEPTUAL PROJECT SITE PLAN

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Direct vehicular access for the project is provided by Tramonto Drive, a narrow local street. Tramonto Drive extends southerly from Los Liones Drive and winds its way upward to serve a residential hillside area. Tramonto Drive has one travel lane in each direction, facilitated by parking prohibitions on both sides of the street. A speed limit of 15 mph is posted on Tramonto Drive near the project driveway.

East-west access near the site is provided by Los Liones Drive, a designated Collector Street connecting with Tramonto Drive and Sunset Boulevard. Los Liones Drive to the west of Tramonto Drive is also an entry point into Topanga State Park. One to two travel lanes per direction are provided on Los Liones Drive.

Castellammare Drive is a winding narrow roadway intersecting Sunset Boulevard. This local street does not provide site access at this location, but farther to the west, another segment of Castellammare Drive does have a circuitous connection to the site. One travel lane in each direction is available on Castellammare Drive near Sunset Boulevard.

Existing (2002) Traffic Volumes

Traffic volume information for existing conditions was obtained from LADOT year 2001 manual traffic counts and manual traffic counts conducted by Crain & Associates in March, 2002. An annual growth rate of 1.5 percent was applied to the LADOT counts to develop existing (2002) traffic volumes. All of the manual counts covered the 7:00 to 10:00 AM and 3:00 to 6:00 PM peak traffic periods. Peak-hour volumes for each intersection were determined from the four highest consecutive 15-minute volumes for all vehicular movements combined. This procedure provides the highest existing volumes, as it is based on the peak hour for each intersection independent of other intersections. The AM and PM peak-hour volumes from these counts are illustrated in Figures 3(a) and 3(b), respectively. The traffic count data sheets are attached.

Existing daily traffic volumes for the two street segments requested to be analyzed by LADOT, Tramonto Drive south of Los Liones Drive, and Los Liones Drive between Tramonto Drive and Sunset Boulevard, are presented in Table 1. The Tramonto Drive daily volume was measured by a 24-hour machine count. The Los Liones Drive daily volume was extrapolated based on the correlation between the six-hour Los Liones Drive/Tramonto Drive manual count and the Tramonto Drive 24-hour machine count.

Table 1
Existing (2002) Daily Traffic Volumes

Street Segment	**Daily Volume**
Tramonto Drive south of Los Liones Drive	1,930
Los Liones Drive between Tramonto Drive & Sunset Boulevard	2,150

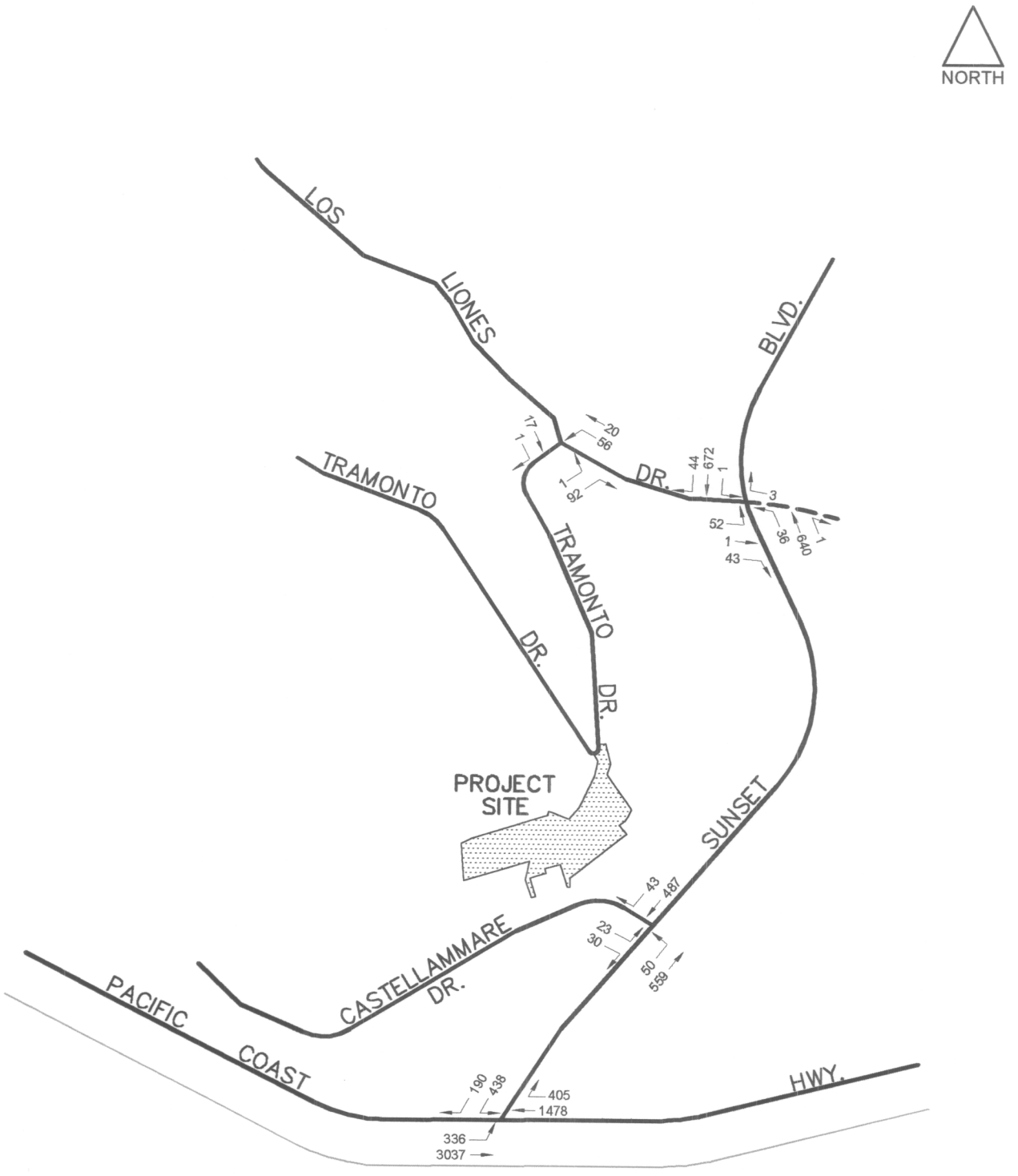

FIGURE 3(a)

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EXISTING (2002) TRAFFIC VOLUMES
AM PEAK HOUR

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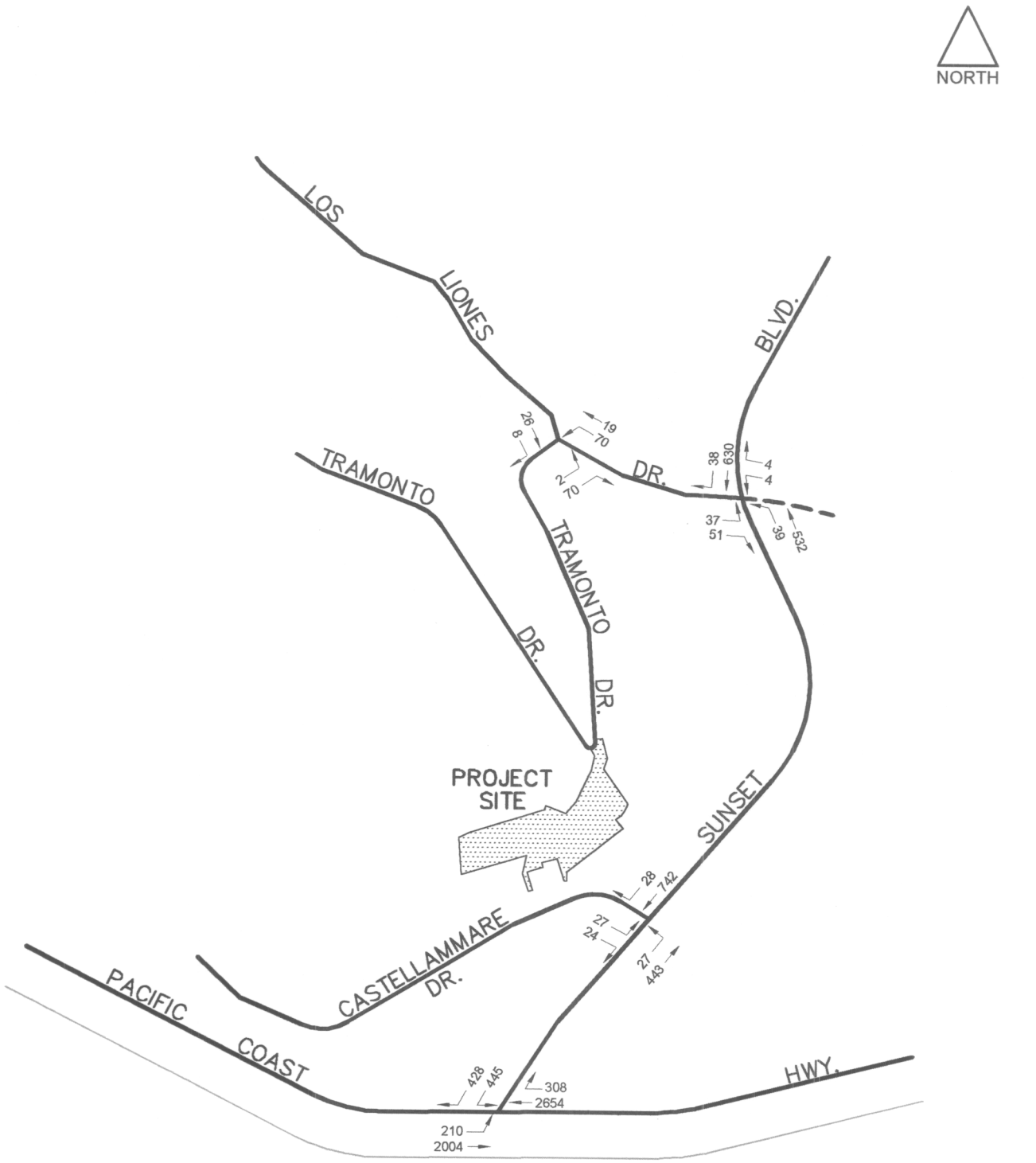

FIGURE 3(b)

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EXISTING (2002) TRAFFIC VOLUMES
PM PEAK HOUR

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Analysis of Existing (2002) Condition

The analysis of the existing traffic condition was performed through the use of established traffic engineering techniques. The peak-hour traffic volumes discussed above were analyzed utilizing the Critical Movement Analysis (CMA) methodology in accordance with LADOT traffic study guidelines. Additional information regarding intersection geometrics, on-street parking and traffic signals was obtained from field checks.

The CMA methodology allows the determination of CMA values (i.e., volume-to-capacity ratios) for the study intersections, which are then correlated to levels of service. Level of service (LOS), which is affected by intersection characteristics and turning movement volumes, is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the satisfactory level of service in developed urban areas.

Table 2 shows the various levels of service and the corresponding range of CMA values.

Table 2
Level of Service as a Function of CMA Values

Level of Service	Description of Operating Characteristics	Range of CMA Values
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above.	>0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

Under the CMA methodology, intersection capacities of 1,500 vehicles per hour (vph), 1,425 vph and 1,375 vph are used for two-phase, three-phase and four or more phase traffic signal operations, respectively. For unsignalized intersections, it is the standard practice of LADOT to use a capacity of 1,500 vph for a two-way stop-sign controlled intersection and 1,200 vph for an all-way stop-sign controlled intersection. PCH/Sunset Boulevard and Castellammare Drive/Sunset Boulevard are signalized intersections, while Los Liones Drive/Sunset Boulevard and Los Liones Drive/Tramonto Drive are stop-sign controlled intersections.

Table 3
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
Existing (2002) Condition

		AM Peak Hour		PM Peak Hour	
No.	**Intersection**	**CMA**	**LOS**	**CMA**	**LOS**
1.	Pacific Coast Hwy. & Sunset Bl.	1.178	F	0.849	D
2.	Castellammare Dr. & Sunset Bl.	0.225	A	0.293	A
3.	Los Liones Dr. & Sunset Bl. *	0.299	A	0.285	A
4.	Los Liones Dr. & Tramonto Dr. *	0.113	A	0.107	A

* Unsignalized intersection.

The CMA and LOS results for the Existing condition are shown in Table 3. (The CMA worksheets for the Existing analysis are attached.) According to Table 2, the intersection of PCH/Sunset Boulevard is operating at over-capacity during the AM peak hour. Otherwise, this intersection and the other three study intersections have been determined to be at acceptable LOS.

Project Trip Generation

The traffic-generating characteristics of many land uses are identified in Trip Generation, 6th Edition, 1997, published by the Institute of Transportation Engineers (ITE). This manual is widely recognized as the industry standard for trip generation documentation. The trip generation rates for condominium/townhouse and apartment uses are shown in Table 4.

Table 4
Project Trip Generation Rates

Condominium/Townhouse - (per dwelling unit)

Daily:	T = 5.86 (D)
AM Peak Hour:	T = 0.44 (D); I/B = 17%, O/B = 83%
PM Peak Hour:	T = 0.54 (D); I/B = 67%, O/B = 33%

Apartment - (per dwelling unit)

Daily:	T = 6.63 (D)
AM Peak Hour:	T = 0.51 (D); I/B = 16%, O/B = 84%
PM Peak Hour:	T = 0.62 (D); I/B = 67%, O/B = 33%

Where:

T = trip ends	I/B = inbound trips
D = dwelling units	O/B = outbound trips

Using these trip rates, the estimated net new trips generated by the project were calculated and are presented in Table 5. This table shows that the project would be expected to generate approximately 348 daily trips, including 4 inbound and 22 outbound trips during the AM peak hour, and 21 inbound and 11 outbound trips during the PM peak hour.

Table 5
Project Traffic Generation

				AM Peak Hour		PM Peak Hour	
Condition	**Size**	**Use**	**Daily**	**In**	**Out**	**In**	**Out**
Proposed:	82 du	Condominium/ Townhouse	481	6	30	29	15
Existing:	(20) du	Apartment	(133)	(2)	(8)	(8)	(4)
Net Total:			348	4	22	21	11

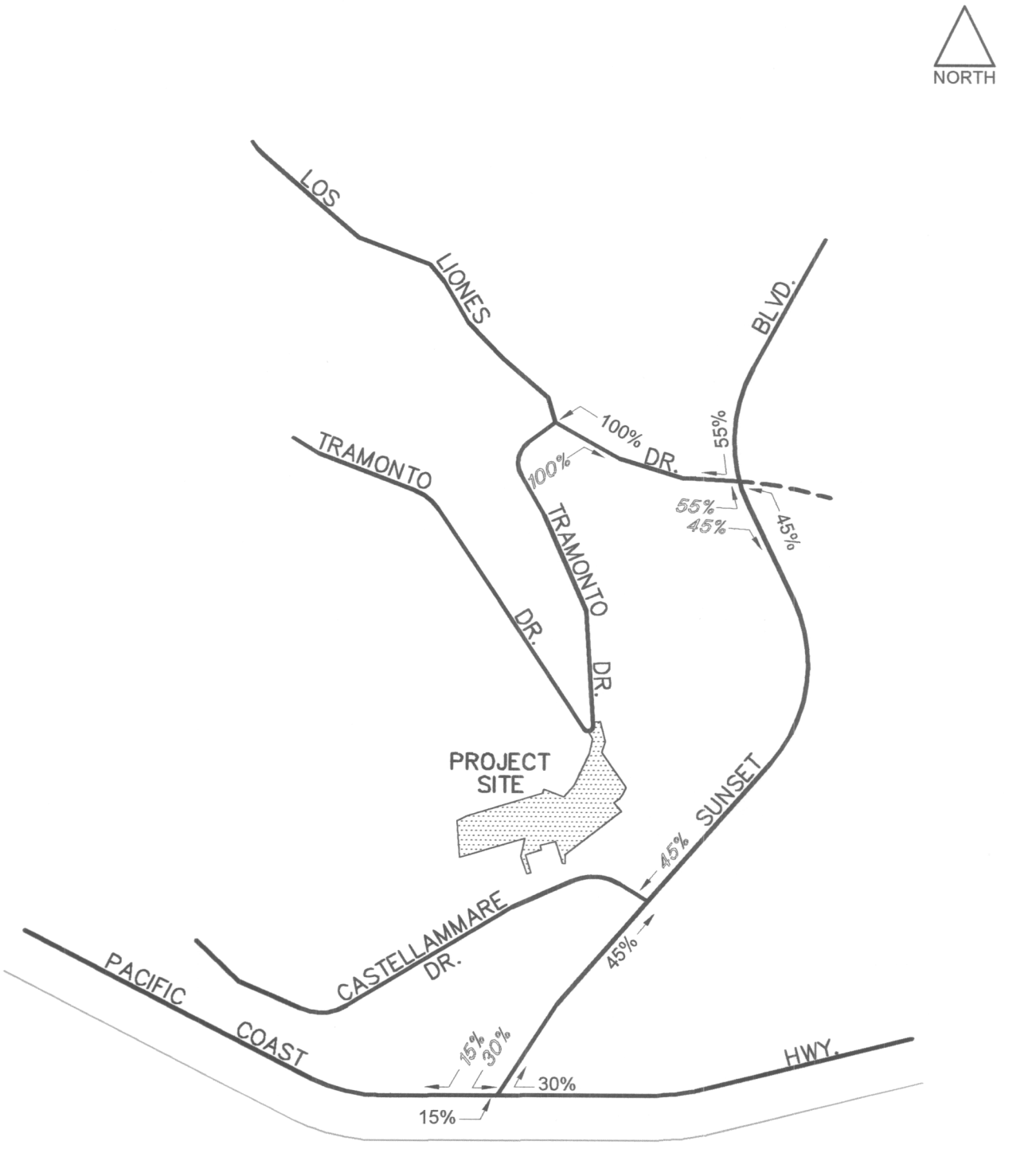
Project Trip Distribution and Assignment

The distribution of project-generated trips was based primarily on the geographic distribution of employment and business activity centers in the surrounding area, likely access routes, and traffic patterns in the vicinity of the project site. Based on these considerations, the following directional project trip distribution was determined in consultation with LADOT:

Table 6
Directional Project Trip Distribution

Direction	Percentage
North	55%
South	0%
East	30%
West	15%
	100%

The assignment of project traffic to the roadway system was accomplished in two steps. Using the above directional distribution percentages, the magnitude of trips for each direction was calculated. The second step was to assign these trips to likely routes and intersections serving the study area and project site. This traffic assignment provides the necessary level of detail to conduct the traffic impact analysis. Figure 4 illustrates the estimated inbound and outbound project trip percentages at the study intersections. The results of the traffic assignments are depicted in Figures 5(a) and 5(b), Project Traffic Volumes, which show the estimated AM and PM peak-hour project trips at the four study intersections.



LEGEND

00% INBOUND
00% OUTBOUND

FIGURE 4

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PROJECT TRIP DISTRIBUTION PERCENTAGES

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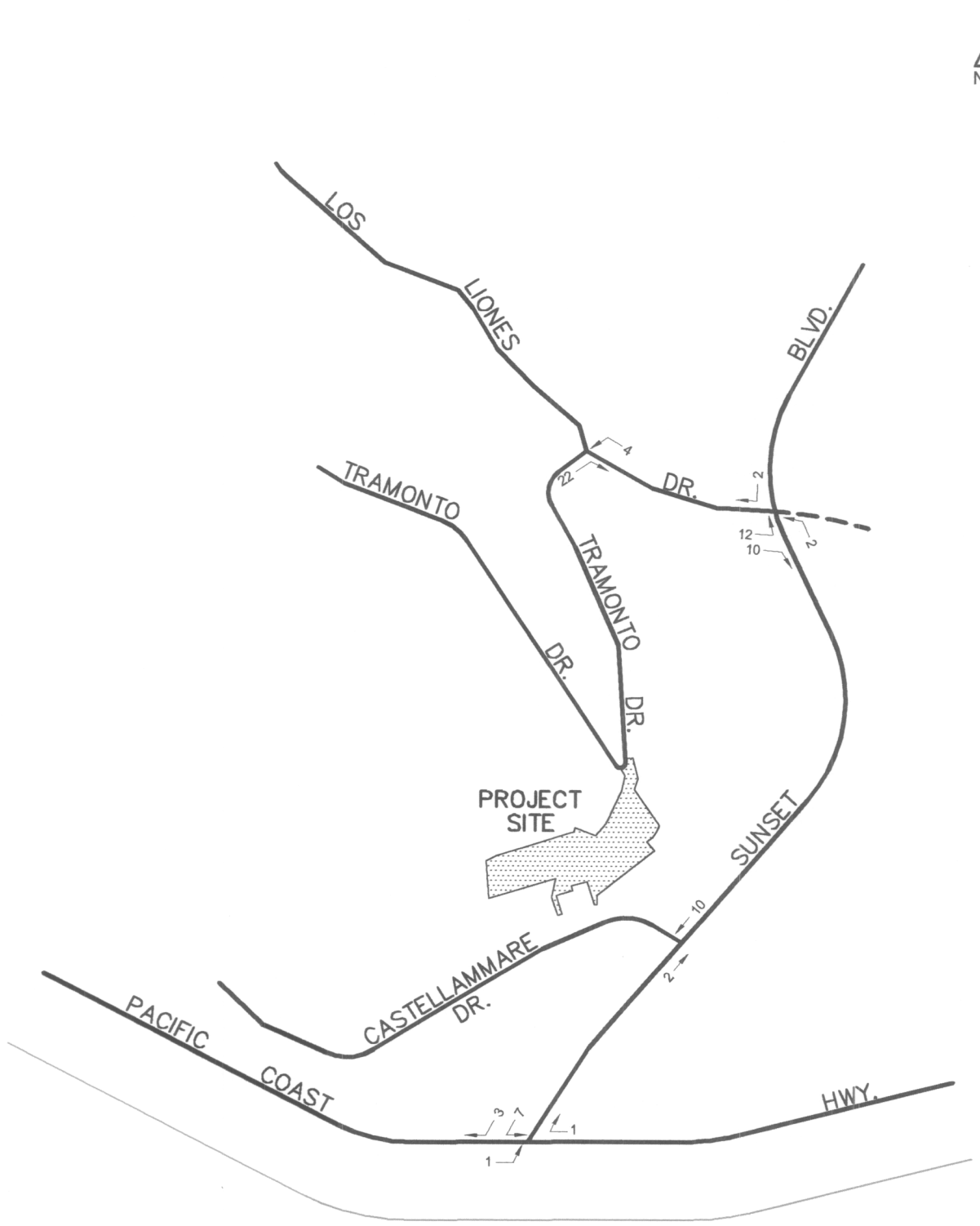

FIGURE 5(a)

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NET PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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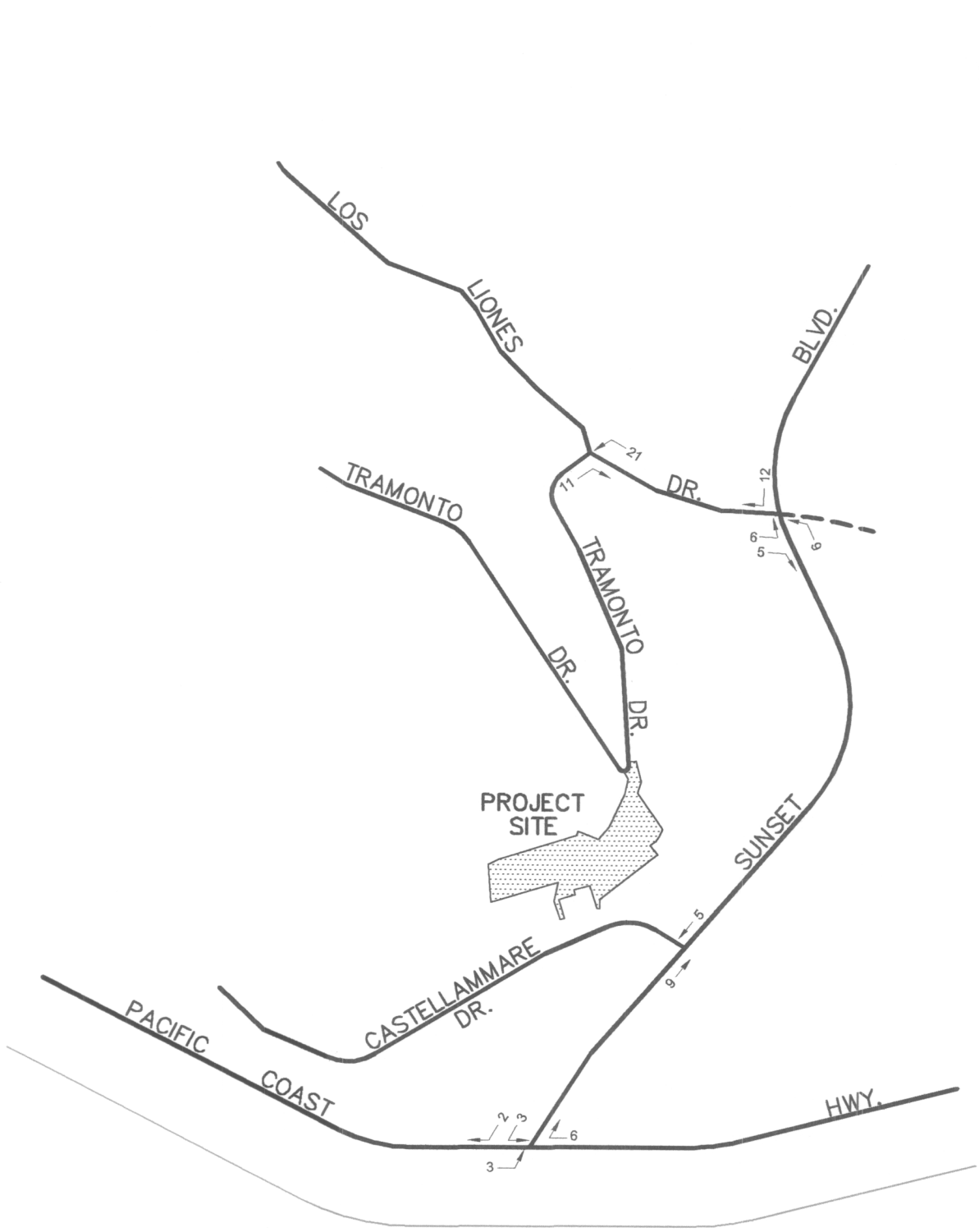

FIGURE 5(b)

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NET PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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Parking and Access

On-site parking at a ratio of 2.5 spaces per dwelling unit is planned for the project. This ratio is above the maximum code parking ratio of 2.0 applied to multiple-family dwelling units. With 82 dwelling units, project parking provided would be approximately 205 spaces. Vehicular access for the project is to be via an existing driveway serving the multiple-family development at 17337-17339 Tramonto Drive. This driveway is located approximately 470 feet south of Los Liones Drive. It will continue to provide one ingress lane and one egress lane, with all turning movements allowed.

Driveway Visibility

The visibility from and toward the project driveway was checked in the field. No buildings, fixed objects or vegetation were found to be line of sight obstructions. The driveway is also on the concave side of a curve on Tramonto Drive which further lends to better visibility. In addition, Tramonto Drive is posted with a 15 mph speed limit sign near this driveway, so drivers should not be traveling at high speeds, thereby allowing more time to see and be seen at this location. Considering these factors, adequate driveway visibility is provided at this location.

Future (2005) Traffic Conditions

Other potential projects in the study area could add traffic to the study intersections. For this reason, the analysis of future traffic conditions included potential traffic from as yet undeveloped or unoccupied projects. Briefly, the methodology for estimating future traffic volumes is as follows. First, existing traffic volumes were determined through traffic counts (as described in a preceding section). Next, a growth factor of 1.5 percent compounded annually was applied to develop future year 2005 baseline traffic volumes. The future study year of 2005 was chosen as the project is expected to be completed and occupied by that time. Trips attributable to other potential projects were added to the baseline volumes to form Without Project volumes for the analysis of future cumulative traffic conditions in the study area. Finally, new traffic expected to be generated by the proposed project, as calculated previously, was then analyzed as an incremental addition to the Without Project volumes, forming the With Project condition.

Traffic Volume Growth

Based on an analysis of the trends in traffic growth in the study area over the last several years, an annual traffic growth factor of 1.5 percent was recommended by LADOT. This growth factor accounts for increases in traffic resulting from projects not yet proposed, or outside of the study area. The 1.5 percent growth factor, compounded annually, was applied to the existing year 2002 traffic volumes to develop an estimate of the future 2005 baseline volumes.

Related Projects

In addition to the 1.5 percent annual growth rate, a listing of other potential or related projects located within the study area was obtained from the records of the Los Angeles Department of City Planning and LADOT. A review of this information found that 10 related projects within the study area could contribute additional traffic to the four study intersections. The locations of the related projects are shown in Figure 6, with their descriptions and trip generation estimates shown in Table 8. Traffic expected to be generated by the related projects was estimated by applying the trip generation rates in Table 7 (except as noted).

Table 7
ITE Trip Generation Rates for Related Projects

Condominium/Townhouse - (per dwelling unit)

Daily:	T = 5.86 (D)
AM Peak Hour:	T = 0.44 (D); I/B = 17%, O/B = 83%
PM Peak Hour:	T = 0.54 (D); I/B = 67%, O/B = 33%

Single-Family Detached Housing - (per dwelling unit)

Daily:	T = 9.57 (D)
AM Peak Hour:	T = 0.75 (D); I/B = 25%, O/B = 75%
PM Peak Hour:	T = 1.01 (D); I/B = 64%, O/B = 36%

Where:

T = trip ends	I/B = inbound trips
D = dwelling units	O/B = outbound trips

Source: Trip Generation, 6th Edition, Institute of Transportation Engineers, 1997.

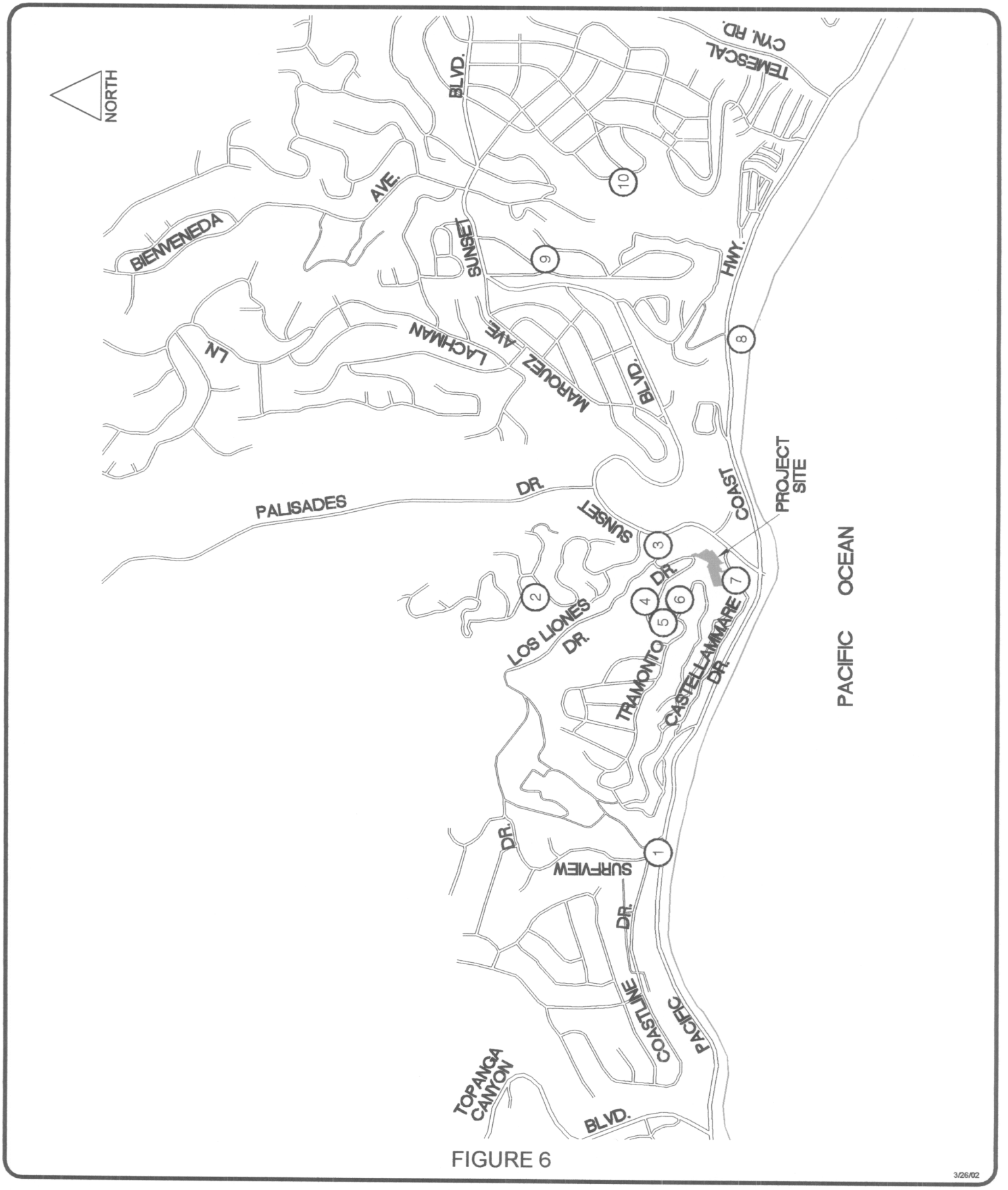

FIGURE 6

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RELATED PROJECTS LOCATION MAP

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Table 8
Related Projects Description and Trip Generation

Map No.	Address/Location	Project Description	Vehicle Trip Generation				
				AM Pk. Hr.		PM Pk. Hr.	
			Daily	I/B	O/B	I/B	O/B
1.	17985 Pacific Coast Hwy.	210,000 sf Museum & Garden Exp. [1]	1,334	75	4	58	104
2.	501 Paseo Miramar	1 du Single-Family Detached Housing	10	0	1	1	0
3.	321 Los Liones Dr.	16 du Condominium	94	1	6	6	3
4.	17468 Tramonto Dr.	1 du Single-Family Detached Housing	10	0	1	1	0
5.	17476 Tramonto Dr.	1 du Single-Family Detached Housing	10	0	1	1	0
6.	17470 Tramonto Dr.	1 du Single-Family Detached Housing	10	0	1	1	0
7.	17325 Castellammare Dr.	21 du Condominium	123	2	7	7	4
8.	16800 Pacific Coast Hwy.	19,000 sf Country Beach Club [2]	neg. *	neg. *	neg. *	neg. *	neg. *
9.	572 Las Casas Av.	1 du Single-Family Detached Housing	10	0	1	1	0
10.	500 Muskingum Pl.	1 du Single Family Detached Housing	10	0	1	1	0

* An increase in membership is not anticipated; therefore, no change is expected in levels of site traffic generation.

Source:
[1] Supplemental Traffic Impact Analysis for the Getty Villa Master Plan Refined Project, Linscott, Law & Greenspan, Engineers, April 1999.
[2] Technical Letter to LADOT for Bel Air Bay Club's Lower Club Facility Safety and Renovation Project, Crain & Associates, February 2000.

Analysis of Future (2005) Traffic Conditions (Without and With Project)

The analysis of future traffic conditions at the study intersections for the year 2005 was performed using the same CMA methodology described previously. Traffic volumes for this analysis were developed as summarized below:

- As described earlier, future 2005 Without Project traffic volumes were developed by combining growth-factored existing volumes and traffic volumes attributable to related projects. The future 2005 Without Project AM and PM peak hour traffic volumes are shown in Figures 7(a) and 7(b), respectively.
- Traffic volumes generated by the project were then combined with the Without Project volumes to form the future 2005 With Project volumes, as depicted in Figures 8(a) and 8(b). These volumes were used to determine intersection traffic impacts directly attributable to the proposed project.

The CMA and LOS results of the future 2005 Without Project and With Project analysis are summarized in Table 9. (The CMA worksheets for the analysis of the future conditions are attached.)

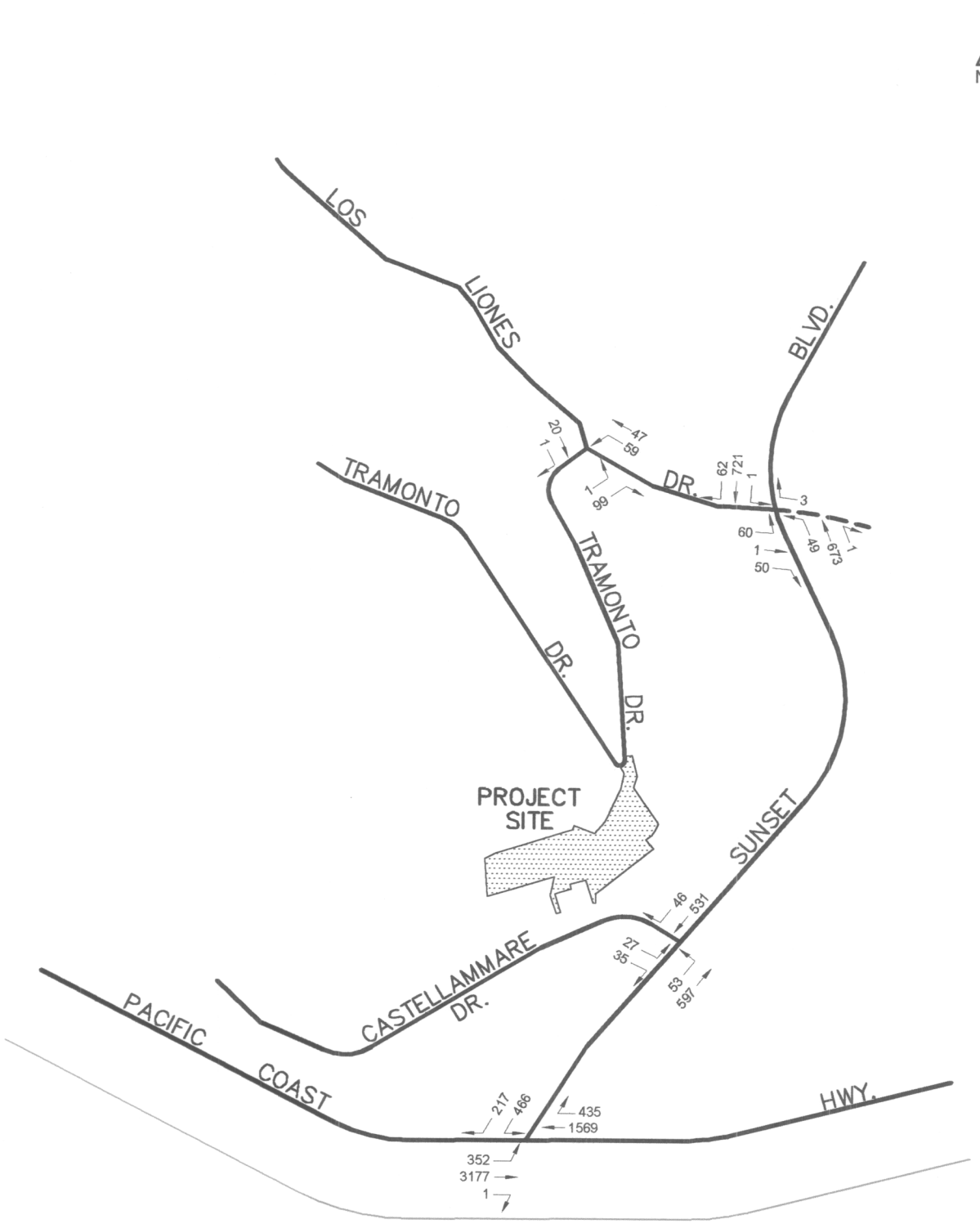

FIGURE 7(a)

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FUTURE (2005) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

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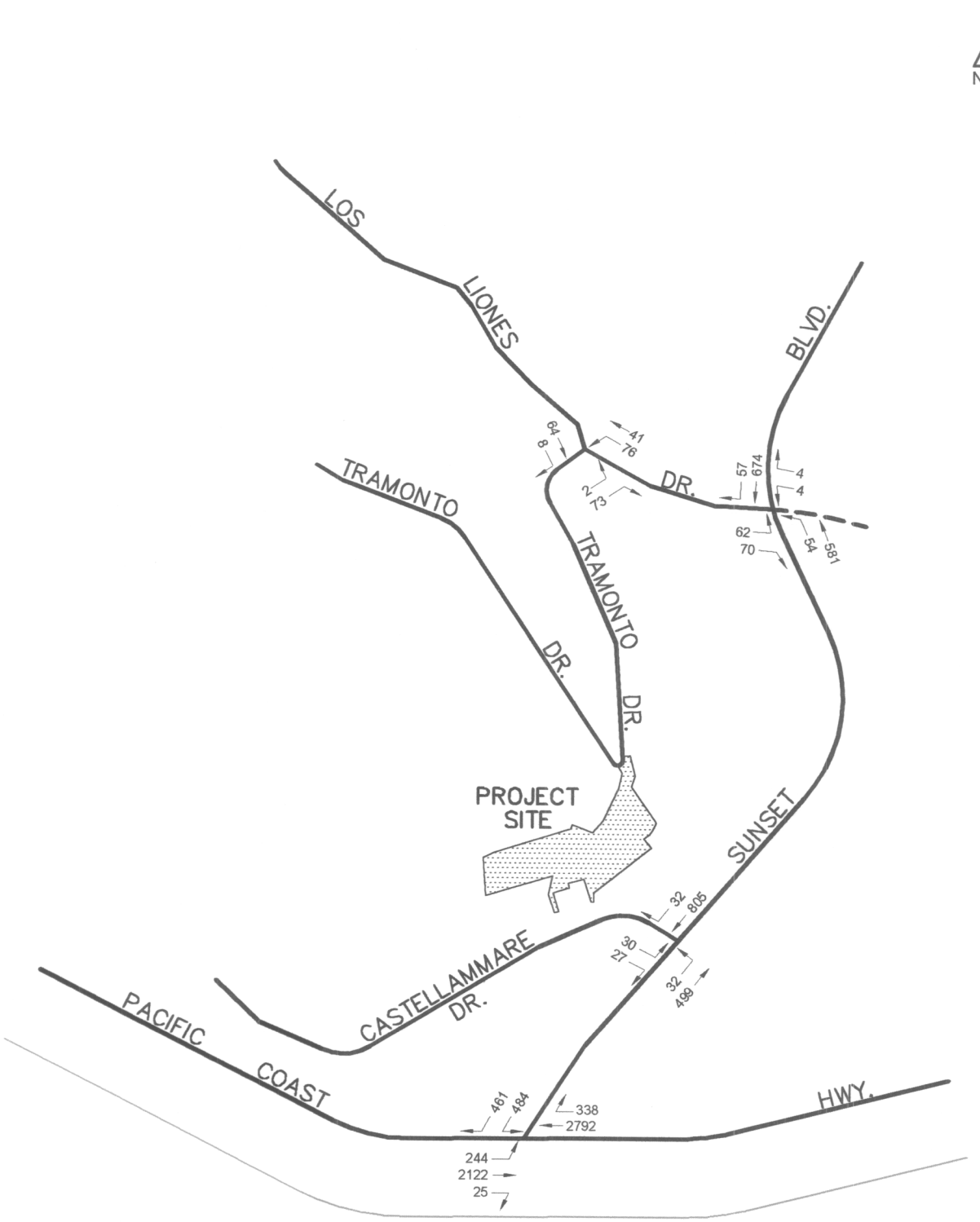

FIGURE 7(b)

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FUTURE (2005) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

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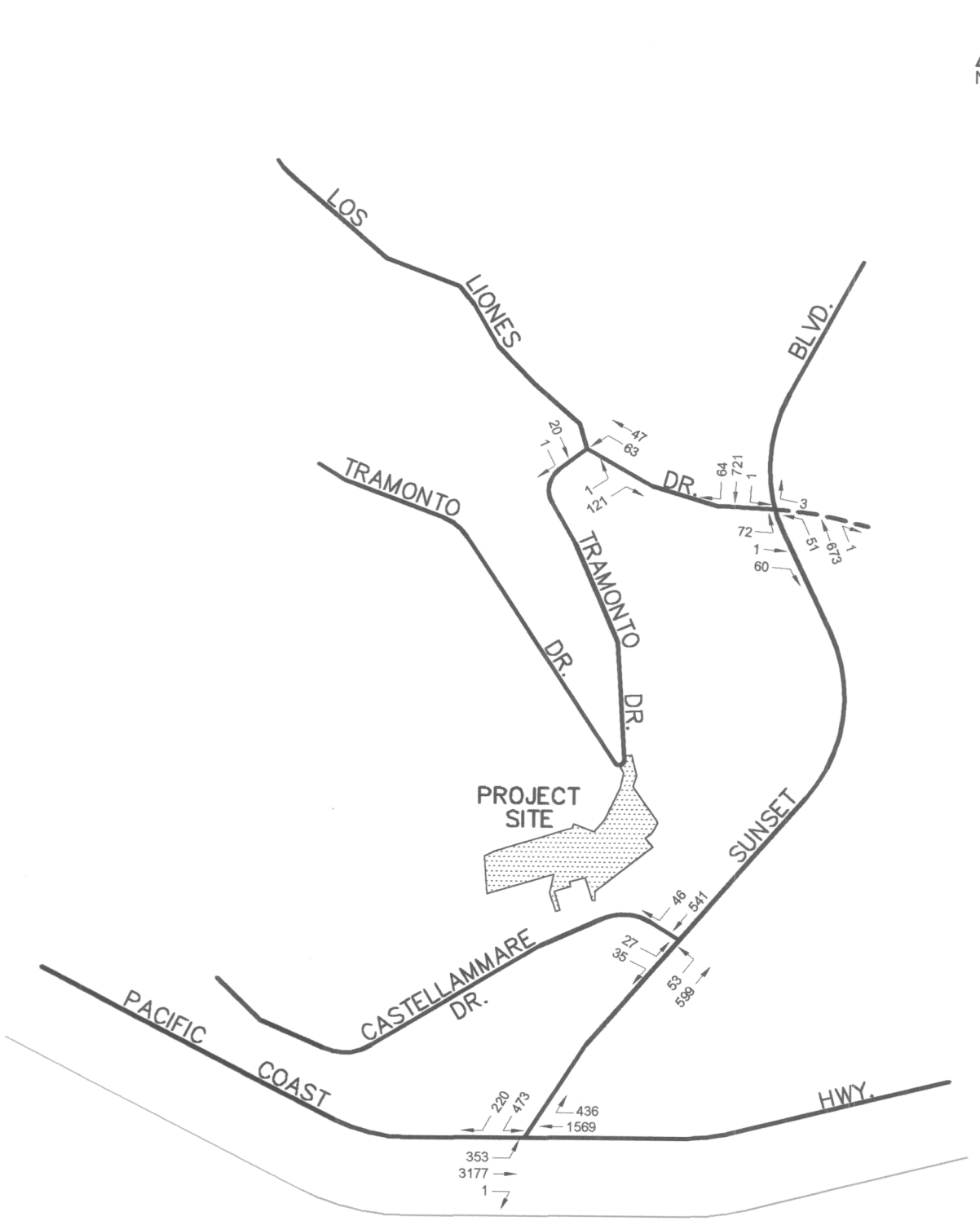

FIGURE 8(a)

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FUTURE (2005) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

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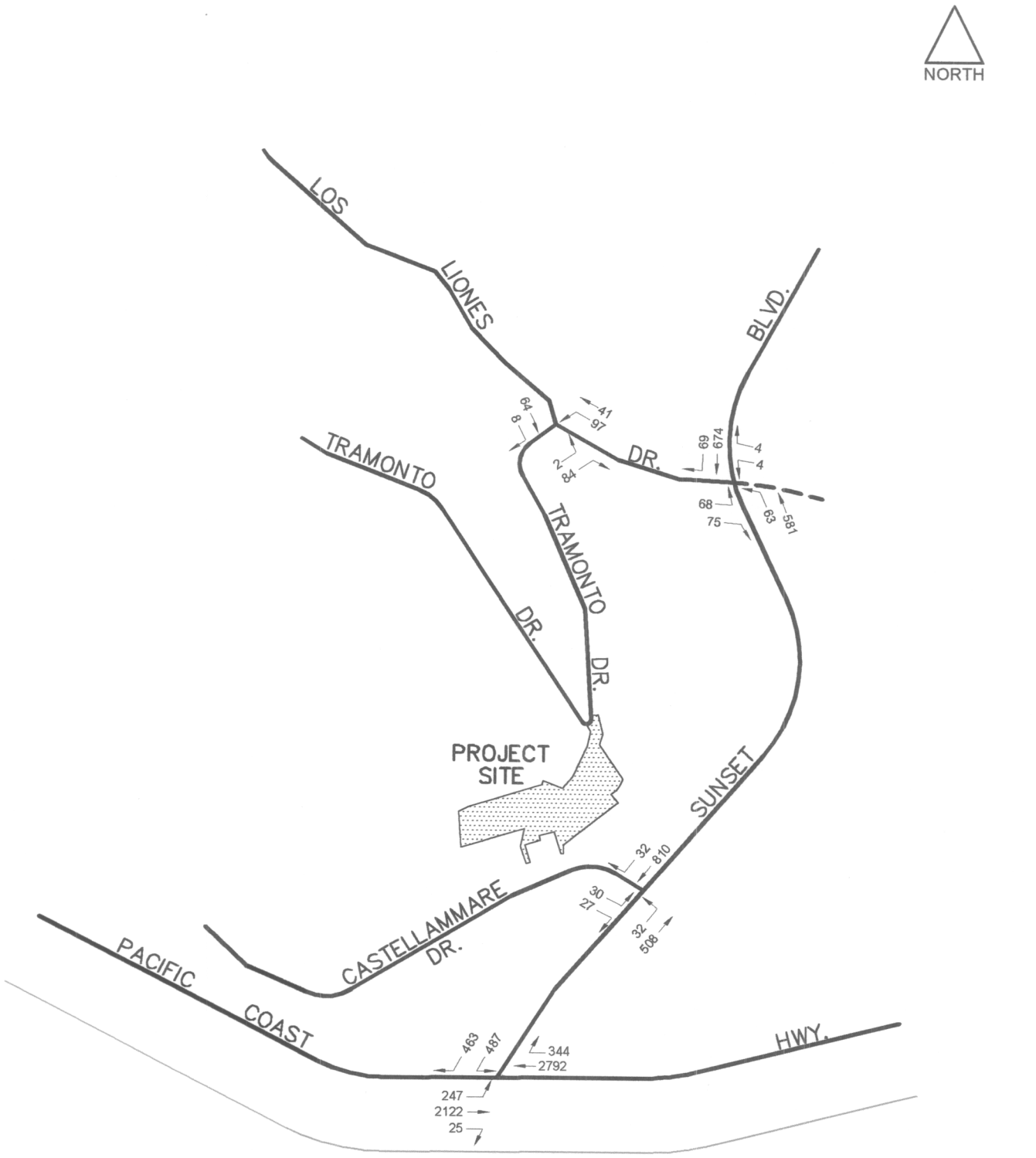

FIGURE 8(b)

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FUTURE (2005) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

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According to LADOT policy, a project is deemed to have a significant traffic impact at an intersection based on the following V/C (volume-to-capacity) (or CMA) results:

Significant Project Traffic Impact

LOS	Final V/C Ratio	Project-Related Increase in V/C
C	>0.700 - 0.800	equal to or greater than 0.040
D	>0.800 - 0.900	equal to or greater than 0.020
E, F	>0.900	equal to or greater than 0.010

Table 9
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
Future (2005) Traffic Conditions

Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	Impact
1. Pacific Coast Hwy & Sunset Bl.	AM	1.234	F	1.236	F	0.002
	PM	0.904	E	0.906	E	0.002
2. Castellammare Dr. & Sunset Bl.	AM	0.245	A	0.249	A	0.004
	PM	0.320	A	0.322	A	0.002
3. Los Liones Dr. & Sunset Bl. *	AM	0.336	A	0.345	A	0.009
	PM	0.329	A	0.343	A	0.014
4. Los Liones Dr. & Tramonto Dr. *	AM	0.137	A	0.155	A	0.018
	PM	0.128	A	0.149	A	0.021

* Unsignalized intersection.

As indicated in Table 9, the proposed project would not significantly impact any of the four study intersections. Therefore, no intersection mitigation analysis is required.

Local/Residential Street Impact Analysis

According to the LADOT traffic study guidelines, a project would significantly impact a residential street under the following criteria:

- For streets with an average daily traffic volume (ADT) less than 2,000, the traffic impact would be significant if the project would increase the final ADT by 12% or more; or
- For streets with ADT greater than 2,000 but less than 3,000, the traffic impact would be significant if the project would increase the final ADT by 10% or more; or
- For streets with ADT greater than 3,000, the traffic impact would be significant if the project would increase the final ADT by 8% or more.

Both Tramonto Drive and Los Liones Drive were requested to be analyzed by LADOT using these residential street impact criteria. Table 10 summarizes the results of this analysis.

Table 10
Street Segment Impact Analysis

Study Segment	Existing (2002)	Without Project (2005)	Project Traffic	With Project (2005)	Percent Project Traffic
Tramonto Drive south of Los Liones Drive	1,930	2,050	348	2,398	14.5%
Los Liones Drive between Tramonto Drive & Sunset Boulevard	2,150	2,710	348	3,058	11.4%

While the above results exceed the related impact percentages, it cannot be concluded that the project would cause a significant traffic impact on either Tramonto Drive or Los Liones Drive as these criteria are not appropriate for application to this particular site location. The project site is near the downstream terminus of Tramonto Drive. The approximate 470-foot long segment of Tramonto Drive between the project driveway and Los Liones Drive, which is expected to be used entirely by project traffic, is undeveloped on both sides. Consequently, the flow of project traffic on this segment of Tramonto Drive would not be affecting any residential or other developed use.

Los Liones Drive, the other analyzed street, is not a local or residential street but rather a designated Collector Street. The principal function of collector streets is to assemble traffic from the interior and deliver it to the closest arterial, such as Sunset Boulevard. As they are expected to experience more traffic, collector streets are typically wider than local or residential streets, and such is the case with Los Liones Drive. While many collector streets are developed with residential uses, the only existing uses along Los Liones Drive are non-residential, i.e., a fire station at the northwest corner and a plant nursery at the southwest corner of the intersection with Sunset Boulevard. A 16-unit multiple-family residential project (related project no. 3) is proposed at 321 Los Liones Drive between Tramonto Drive and Sunset Boulevard; however, its development is tentative. Therefore, in terms of existing development along Los Liones Drive, project traffic would only be traversing by two non-residential uses.

Considering these factors, it can be concluded that the project would not have a significant residential street traffic impact.

Regional Traffic Impacts

To address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program process. A countywide approach has been established by the Metropolitan Transportation Authority, the local CMP agency, designating a highway network that includes all state highways and principal arterials within Los Angeles County and monitoring the network's level of service to implement the statutory requirements of the CMP. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If level of service standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

The CMP for the County requires that all freeway segments where a project is expected to add 150 or more trips in any direction during the peak hours be analyzed. The nearest CMP freeway monitoring location is the Santa Monica (I-10) Freeway at Lincoln Boulevard, more than four miles from the project site. As no more than 7 project trips in either direction would be traversing this freeway, no significant impact would occur and no further CMP freeway analysis is necessary.

An analysis is also required at all CMP intersections where a project would likely add 50 or more trips during the peak hours. The nearest CMP monitoring intersection is PCH/Sunset Boulevard, which has already been analyzed in Table 9 and no significant impact was found. In addition, the project would add no more than 14 peak hour trips to this intersection, well below the threshold requiring further analysis.

Two additional CMP intersections are farther from the project site. These are PCH/Chautauqua Boulevard and PCH/Topanga Canyon Boulevard. The amount of project trips at these intersections would be even less than at PCH/Sunset Boulevard. Therefore, no CMP analysis is necessary at these locations.

This completes our traffic impact analysis of the Palisades Landmark project. Please call me if you have any questions.

Sincerely,

Roy Nakamura
Senior Transportation Engineer

RN:sdk
C11919
attachments

cc: Ken Kahan
Geoffrey Reilly