
IV.J. TRAFFIC

The following sections summarize the information provided in the traffic report prepared by Crain & Associates entitled, Traffic Analysis for Palisades Landmark Residential Project at 17331 Tramonto Drive, Pacific Palisades. The traffic report is included in Appendix D.

ENVIRONMENTAL SETTING

Existing Streets and Highways

Primary east-west access for the project site is provided by Pacific Coast Highway (PCH) (State Highway 1). 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.

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; parking is prohibited 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 (see Figure II-2 in Section II of the Draft EIR). One travel lane in each direction is available on Castellammare Drive near Sunset Boulevard.

Existing (2002) Traffic Volumes and Conditions

Traffic volume information for existing conditions was obtained from the Los Angeles Department of Transportation (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 a.m. and 3:00 to 6:00 p.m. 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 a.m. and p.m. peak-hour volumes from these counts are illustrated in Figures IV.J-1 and IV.J-2, respectively.

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 IV.J-1. The Tramonto Drive daily volume was measured by a 24-hour machine count. No machine count was conducted on Los Liones Drive. However, as reviewed and accepted by LADOT, an estimate of the daily volume on Los Liones was made based on the correlation between the six-hour Los Liones Drive/Tramonto Drive manual count and the Tramonto Drive 24-hour machine count.

IV.J-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
<i>Source: Crain & Associates, 2002.</i>	

The analysis of the existing traffic conditions 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.

Figure IV.J-1, Existing (2002) Traffic Volumes AM Peak Hour

Figure IV.J-2, Existing (2002) Traffic Volumes PM Peak Hour

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 IV.J-2 shows the various levels of service and the corresponding range of CMA values.

Table IV.J-2
Level of Service as a Function of CMA Value

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 approach. 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

Source: Highway Research Board, Highway Capacity Manual, Special Report 87, 1965.

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.

The CMA and LOS results for the existing conditions are shown in Table IV.J-3. The intersection of PCH and Sunset Boulevard is operating at over-capacity during the a.m. peak hour. Otherwise, this intersection and the other three study intersections have been determined to have an acceptable LOS.

Table IV.J-3
Critical Movement Analysis and Level of Service Summary Existing (2002) Conditions

No.	Intersection	A.M. Peak Hour		P.M. Peak Hour	
		CMA	LOS	CMA	LOS
1	Pacific Coast Highway & Sunset Boulevard	1.178	F	0.849	D
2	Castellammare Drive & Sunset Boulevard	0.225	A	0.293	A
3	Los Liones Drive & Sunset Boulevard ¹	0.299	A	0.285	A
4	Los Liones Drive & Tramonto Drive ¹	0.113	A	0.107	A

1. Unsignalized intersection

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 IV.J-4.

Table IV.J-4
Project Trip Generation Rates

Land Use (per dwelling unit)	Trip Rates
Condominium/Townhouse	
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	
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%

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

Using these trip rates, the estimated net new trips generated by the project were calculated and are presented in Table IV.J-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 a.m. peak hour, and 21 inbound and 11 outbound trips during the p.m. peak hour.

**Table IV.J-5
Project Traffic Generation**

Condition	Size	Use	Daily	A.M. Peak Hour		P.M. Peak Hour	
				In	Out	In	Out
Proposed	82 dwelling units	Condominium/Townhouse	481	6	30	29	15
Existing	(20) dwelling units	Apartment	(133)	(2)	(8)	(8)	(4)
Net Total			348	4	22	21	11

Project Trip Generation 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 IV.J-6
Directional Project Trip Distribution**

Direction	Percentage
North	55%
South	0%
East	30%
West	15%
Total	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 IV.J-3 illustrates the estimated inbound and outbound project trip percentages at the study intersections. The results of the traffic assignments are depicted in Figures IV.J-4 and IV.J-5, Project Traffic Volumes, which show the estimated a.m. and p.m. peak-hour project trips at the four study intersections.

Figure IV.J-3, Project Trip Distribution Percentages

Figure IV.J-4, Net Project Traffic Volumes AM Peak Hour

Figure IV.J-5, Net Project Traffic Volumes PM Peak Hour

Parking and Access

On-site parking at a ratio of 2.5 spaces per dwelling unit is planned for the project. 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 Lions 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.

However, existing visibility for the inbound (uphill) left-turn motorists from Tramonto Drive onto the project site driveway is partially obstructed by vegetation located on the north-northwest side of Tramonto Drive. The existing vegetation is located on the convex side of the curve at Tramonto Drive, within a City of Los Angeles slope easement and on undeveloped private property that is currently for sale. LADOT conducted a field investigation of the project site and concluded that visibility for the inbound left-turn motorists from Tramonto Drive onto the project driveway “appears to be inadequate due to the hairpin curve protruding from across the street.”¹

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. This growth factor accounts for increases in traffic resulting from projects not yet proposed, or outside of the study area. 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

¹ *Esther Tam, Transportation Engineer, Los Angeles Department of Transportation, correspondence dated May 13, 2002.*

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.

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 11 related projects within the study area could contribute additional traffic to the four study intersections. Traffic expected to be generated by the related projects was estimated by applying the trip generation rates in Table IV.J-7 (except as noted). The locations of the related projects are shown in Figure IV.J-6, with their descriptions and trip generation estimates shown in Table IV.J-8.

**Table IV.J-7
ITE Trip Generation Rates for Related Projects**

Land Use (per dwelling unit)	Trip Rates
Condominium/Townhouse	
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	
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%

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

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

Figure IV.J-6, Related Projects Location Map

**Table IV.J-8
Related Projects Description and Trip Generation**

Map No.	Address/Location	Project Description	Vehicle Trip Generation				
			Daily	A.M. Peak		P.M. Peak	
				I/B	O/B	I/B	O/B
1	17985 Pacific Coast Hwy	210,000 sf museum & garden expansion 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	N/A	N/A	N/A	N/A	N/A
9	572 Las Casas Ave.	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
11	17633 Castellammare Dr.	1 du single-family detached housing	10	0	1	1	0

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

ENVIRONMENTAL IMPACTS

Thresholds of Significance

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:

**Table IV.J-9
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

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

1. 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
2. For streets with an 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
3. For streets with an ADT greater than 3,000, the traffic impact would be significant if the project would increase the final ADT by 8% or more.

The proposed project would also result in a significant traffic access impact if it would result in hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible land uses (e.g. farm equipment).

Project Impacts

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:

1. 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” a.m. and p.m. peak hour traffic volumes are shown in Figures IV.J-7 and IV.J-8, respectively.
2. 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 IV.J-9 and IV.J-10. 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 IV.J-10. As indicated in Table IV.J-10, the proposed project would not significantly impact any of the four study intersections. Therefore, no intersection mitigation analysis is required.

Figure IV.J-7, Future (2005) Traffic Volumes Without Project AM Peak Hour

Figure IV.J-8, Future (2005) Traffic Volumes Without Project PM Peak Hour

Figure IV.J-9, Future (2005) Traffic Volumes With Project AM Peak Hour

Figure IV.J-10, Future (2005) Traffic Volumes With Project PM Peak Hour

Table IV.J-10
Critical Movement Analysis and Level of Service Summary Future (2005) Traffic Conditions

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

1. *Unsignalized intersection*

Local/Residential Street Impact Analysis

Both Tramonto Drive and Los Liones Drive were requested to be analyzed by LADOT using the residential street impact criteria described above. Table IV.J-11 summarizes the results of this analysis.

Table IV.J-11
Street Segment Impact Analysis

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

The above results exceed the related impact percentages; therefore, LADOT has concluded that the project would cause a significant residential street traffic impact on both Tramonto Drive and Los Liones Drive. However, it should be noted that 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.

Regional Traffic Impacts

To address the increasing public concern that traffic congestion was affecting 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 IV.J-10 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.

Driveway Visibility

As described above, adequate driveway visibility is provided at the project site. However, existing visibility for the inbound (uphill) left-turn motorists from Tramonto Drive onto the project site driveway is partially obstructed by existing vegetation located on the north-northwest side of Tramonto Drive. The existing vegetation is located on the convex side of the curve at Tramonto Drive, within a City of Los Angeles slope easement and on undeveloped private property. LADOT conducted a field investigation of the project site and concluded that existing visibility for the inbound left-turn motorists from Tramonto Drive onto the project driveway “appears to be inadequate due to the hairpin curve protruding from across the street.”² This is considered to be a potentially significant traffic hazard impact that can be mitigated to a less than significant level via implementation of the mitigation measures recommended below.

Construction Traffic Review

The following paragraphs provide an overview of the anticipated vehicular traffic associated with the construction of the proposed project. Issues outlined in this section include a review of the expected number of truck trips per day related to project construction, discussion of the haul routes and hours of construction, as well as construction signage, equipment and area clean-up, and discussion of parking/staging areas. In general, the various constructed-related activities discussed below are expected to occur in sequence and not overlap. Construction hours are proposed to be 8:00 AM – 4:30 PM, Monday - Saturday

Construction Traffic During Project Site Clearance

In order to prepare the project site for construction, the land will be cleared of the existing buildings and other materials not being retained for the project. It is estimated that the site clearance will involve the following:

- Approximate 4-month duration;
- 15 inbound and 15 outbound truck trips per day; and
- 20 inbound and 20 outbound construction worker and miscellaneous trips per day.

² *Esther Tam, Transportation Engineer, Los Angeles Department of Transportation, correspondence dated May 13, 2002.*

It is anticipated that the trucks transporting the debris and other cleared materials will use Tramonto Drive, Los Liones Drive, Sunset Boulevard and Pacific Coast Highway to access the Santa Monica Freeway. From the Santa Monica Freeway, the most feasible route will be taken to the nearest landfill accepting these materials, such as the Calabasas Sanitary Landfill, the Azusa Landfill, or the Bradley Landfill.

Construction Traffic During Project Site Grading

A balanced cut-and-fill grading of the site is not feasible. According to the project's grading plan, it will be necessary to both excavate and export unsuitable soil materials, and import better soil in order to make the site suitable for construction. The following sequence of activities is anticipated for site grading, which is anticipated to last for an approximate total of 5 months:

- Excavation/Export
 - Approximate 3-month duration;
 - 100,000 cubic yards of excavated soil materials exported;
 - 128 inbound and 128 outbound truck trips per day; and
 - 20 inbound and 20 outbound construction worker and miscellaneous trips per day.

- Soil Import
 - Approximate 2-month duration;
 - 75,000 cubic yards of soil imported;
 - 20 inbound and 96 outbound truck trips per day; and
 - 20 inbound and 20 outbound construction worker and miscellaneous trips per day.

The excavated soil and will be hauled to one of the landfills listed above. The haul route, which will be approved to the satisfaction of the City of Los Angeles, is expected to use the same roadways for transporting the site-cleared materials, i.e., Tramonto Drive, Los Liones Drive, Sunset Boulevard, Pacific Coast Highway and the Santa Monica Freeway.

The soil imported to the site will also follow a City-approved route. The haul route for the imported soil could be the same as described above, or it could exclude the Santa Monica Freeway and use Pacific Coast Highway to the west instead if that is the direction of the source of the imported soil.

Project Construction Traffic

Construction of the project buildings will take the longest time, approximately 18 to 19 months. The number of construction-related trips generated during this period will fluctuate as the number of workers needed for the different steps of construction will vary. The peak times for construction traffic are expected to occur during the final completion of construction for each building, when electrical, mechanical, plumbing, painting, etc., contractors are on-site. At these times, it is estimated that up to approximately 100 construction workers will be on-site during these times. It is estimated that the following will be occurring for project construction:

- Approximate 18 to 19-month duration;
- 25 inbound and 25 outbound delivery truck trips per day (peak times); and
- 85 inbound and 85 outbound construction worker and miscellaneous trips per day (peak times).

It is anticipated that the trucks bringing building materials to the site will use Tramonto Drive, Los Liones Drive, Sunset Boulevard, Pacific Coast Highway (including possibly Pacific Coast Highway to the west) and the Santa Monica Freeway.

Although construction traffic is a temporary condition, it is recognized that it may contribute to traffic congestion on Tramonto Drive and Los Liones Drive. The mitigation measures listed below are required to minimize the disruption and inconvenience to residents, businesses and other traffic in the vicinity:

- No construction equipment shall be started in or in operation on-site outside the allowable construction hours of 8:00 a.m. – 4:30 p.m.
- Trucks and construction equipment shall not be staged in adjacent residential areas during the overall period of construction.
- Temporary “Truck Crossing” warning signs shall be placed approximately 300 feet in advance of the construction driveway in each direction on Tramonto Drive.
- Up to two flag persons shall be used at the project site to assist the truck operators in and out of the project area, as well as minimize conflicts with motorists.
- Construction workers shall not be allowed to park on Sunset Boulevard or any residential or local street in the vicinity, except Los Liones Drive.
- A construction worker ridesharing plan shall be implemented in order to reduce construction-related trips and parking demand.

MITIGATION MEASURES

The following mitigation measures are required to reduce the potentially significant traffic hazard impact on Tramonto Drive at the project driveway to a less than significant level:

1. The City of Los Angeles, with the assistance of the project applicant, shall remove the existing vegetation located within the convex curve of Tramonto Drive across the project site to provide a clear line of sight uphill. Alternatively, the vegetation shall be periodically trimmed to provide a clear line of sight uphill. The trimming schedule and amount shall be subject to the review and approval of the Los Angeles City Planning Department.

and/or

The applicant shall install additional traffic warning devices near the project entrance, such as additional traffic visibility mirrors, “rumble strips” on Tramonto Drive, a flashing yellow beacon on Tramonto Drive that warns motorists of the curve and driveway, etc.

2. As an alternative to the mitigation measure proposed above, the applicant shall pay a fair share of the costs associated with the installation of a stop sign (3-way stop sign) on Tramonto Drive at the project driveway.

In addition, as stated above, the project applicant shall implement the following measures in order to minimize the disruption and inconvenience to residents, businesses and other traffic in the vicinity:

- No construction equipment shall be started in or in operation on-site outside the allowable construction hours of 8:00 a.m. – 4:30 p.m.
- Trucks and construction equipment shall not be staged in adjacent residential areas during the overall period of construction.
- Temporary “Truck Crossing” warning signs shall be placed approximately 300 feet in advance of the construction driveway in each direction on Tramonto Drive.
- Up to two flag persons shall be used at the project site to assist the truck operators in and out of the project area, as well as minimize conflicts with motorists.
- Construction workers shall not be allowed to park on Sunset Boulevard or any residential or local street in the vicinity, except Los Liones Drive.
- A construction worker ridesharing plan shall be implemented in order to reduce construction-related trips and parking demand.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project would not result in any significant impacts to any of the study intersections and therefore no mitigation measures are required. Implementation of the mitigation measure listed above would reduce the potentially significant traffic hazard impact to a less than significant level. However, residential street impacts to Los Liones Drive and Tramonto Drive would remain significant and unavoidable.