IV. ENVIRONMENTAL IMPACT ANALYSIS

M. TRANSPORTATION AND CIRCULATION

1. INTRODUCTION

This section is based upon the *Traffic Impact Study Studio City Senior Living Center Project* that was prepared by Linscott, Law & Greenspan, Engineers, dated February 2, 2012 (provided in *Appendix I: Traffic Impact Study* of this Draft EIR*)*, which report is incorporated fully herein. The traffic impact study was prepared through coordination with and reviewed by the City of Los Angeles Department of Transportation ("LADOT"). This section discusses potential impacts on transportation facilities and parking resulting from the proposed Project.

2. ENVIRONMENTAL CONDITIONS

a. Physical Setting

(1) Local Street and Freeway System

The City of Los Angeles utilizes the roadway categories recognized by regional, State, and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways, with the highest capacity, to two-lane undivided roadways, with the lowest capacity. The roadway categories are summarized as follows:

Freeways. Freeways are limited-access and high-speed travel ways included in the State and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses. There are no regional freeways in the immediate Project area or adjacent to the Project Site. Within a 2/3-mile radius, however, the Ventura (101) Freeway runs east-west to the north of the Project Site.

Arterial. Arterials are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. For the City of Los Angeles, these are referred to as Major Highways Class II and Secondary Highways, respectively. Principal arterials (Major Highway Class II) are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials (Secondary Highways) are typically two-to-four lane streets that service local and commuter traffic. Ventura Boulevard is an example of a principal arterial or Major Highway. Whitsett Avenue is an example of a secondary arterial or Secondary Highway.

Collector. Collector streets provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. They connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking and/or provide access to abutting properties. Woodbridge Street and Beeman Avenue are examples of collector streets.

Local. Local roadways distribute traffic within a neighborhood or similar adjacent neighborhoods and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are generally fronted by residential uses and do not typically serve commercial uses. Valley Spring Lane, Bellaire Avenue, and Valleyheart Drive are examples of local streets.

Brief descriptions of the important roadways in the Project Site area and surrounding community are provided below:

Whitsett Avenue. A north-south oriented roadway that borders the Project Site to the east, and terminates just south of Ventura Boulevard. Whitsett Avenue is designated as a Secondary Highway in the City of Los Angeles Transportation Element of the General Plan in the Project vicinity. One through northbound lane and two through southbound lanes are provided on the roadway in the Project vicinity. Separate left-turn lanes are provided in both directions at the signalized intersections with Riverside Drive, Moorpark Street, and Ventura Boulevard, except at the southbound approach to Ventura Boulevard where dual left-turn lanes are provided on the roadway. Whitsett Avenue is posted for a 35 miles per hour speed limit in the Project vicinity.

Coldwater Canyon Avenue. A north-south oriented roadway that is located west of the Project Site. Coldwater Canyon Avenue is designated as a Secondary Highway in the City of Los Angeles Transportation Element of the General Plan in the Project area. Two through travel lanes are provided in each direction in the Project vicinity. Coldwater Canyon Avenue is posted for a 35 miles per hour speed limit near the Project Site.

Laurel Canyon Boulevard. A north-south oriented roadway that is located east of the Project Site. Laurel Canyon Boulevard is designated as a Major Highway Class II and Secondary Highway north and south of Ventura Boulevard, respectively, in the City of Los Angeles Transportation Element of the General Plan in the Project area. Two through travel lanes are provided in each direction in the Project vicinity. Laurel Canyon Boulevard is posted for a 35 miles per hour speed limit near the Project Site.

Moorpark Street. An east-west oriented roadway that is located north of the Project Site. Moorpark Street is designated as a Secondary Highway in the City of Los Angeles Transportation Element of the General Plan in the Project vicinity. One through travel lane is provided in each direction in the Project vicinity. Moorpark Street is posted for a 35 miles per hour speed limit near the Project Site.

Valley Spring Lane. An east-west oriented local roadway that borders the Project Site to the north. Valley Spring Lane is designated as a Local street by the City of Los Angeles. One through travel lane is provided in each direction in the Project vicinity. There is no posted speed limit on Valley Spring Lane in the Project vicinity, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

Ventura Boulevard. An east-west oriented roadway that is located south of the Project Site. Ventura Boulevard is designated as a Major Highway Class II in the City of Los Angeles Transportation Element of the General Plan in the Project vicinity. Two through travel lanes are provided in each direction near the Project Site. Separate left-turn lanes are provided in both

directions at the Whitsett Avenue intersection. Ventura Boulevard is posted for a 35 miles per hour speed limit near the Project Site.

(2) Traffic Conditions and Levels of Service

The traffic analysis study area is generally comprised of locations that have the greatest potential to experience significant traffic impacts due to the Project, as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;
b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and
c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

(a) Study Intersections

After conferencing with City of Los Angeles Department of Transportation (LADOT) staff, five (5) study intersections were identified for evaluation of potential Project impacts during the weekday morning ("A.M.") and afternoon ("P.M."). Pursuant to the LADOT Traffic Study Policies and Procedures, only signalized intersections were selected for the project traffic impact analysis. Traffic count sub-consultants, City Traffic Counters and The Traffic Solution, conducted manual counts at the study intersections during January 2012 and November 2011. The observed peak hour traffic volumes for the two study intersections conducted in year 2011 were increased at an annual rate of two percent (2%) to reflect existing conditions. The five following study intersections, all of which are presently controlled by traffic signals, were selected for analyses in consultation with LADOT staff in order to determine potential impacts related to the proposed Project:

Int. No. 1: Coldwater Canyon Avenue/Moorpark Street,
Int. No. 2: Whitsett Avenue/Riverside Drive,
Int. No. 3: Whitsett Avenue/Moorpark Street,
Int. No. 4: Whitsett Avenue/Ventura Boulevard,
Int. No. 5: Laurel Canyon Boulevard/Moorpark Street.

The general location of the Project in relation to the study locations and surrounding street system is presented in *Figure IV.M-1: Study Intersection Map*. The existing lane configurations at the five study intersections are displayed in *Figure IV.M-2: Existing Lane Configurations at Study Intersections*. The existing weekday A.M. and P.M. peak commuter period manual counts of turning vehicles at the study intersections are summarized in *Table IV.M-1: Existing Traffic Volumes*. The existing traffic volumes at the study intersections during the weekday A.M. and P.M. peak commuter hours are shown in *Figure IV.M-3: Existing Traffic Volumes – Weekday A.M. Peak Hour* and *Figure IV.M-4: Existing Traffic Volumes – Weekday P.M. Peak Hour*, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in *Appendix I: Traffic Impact Study* of this Draft EIR.

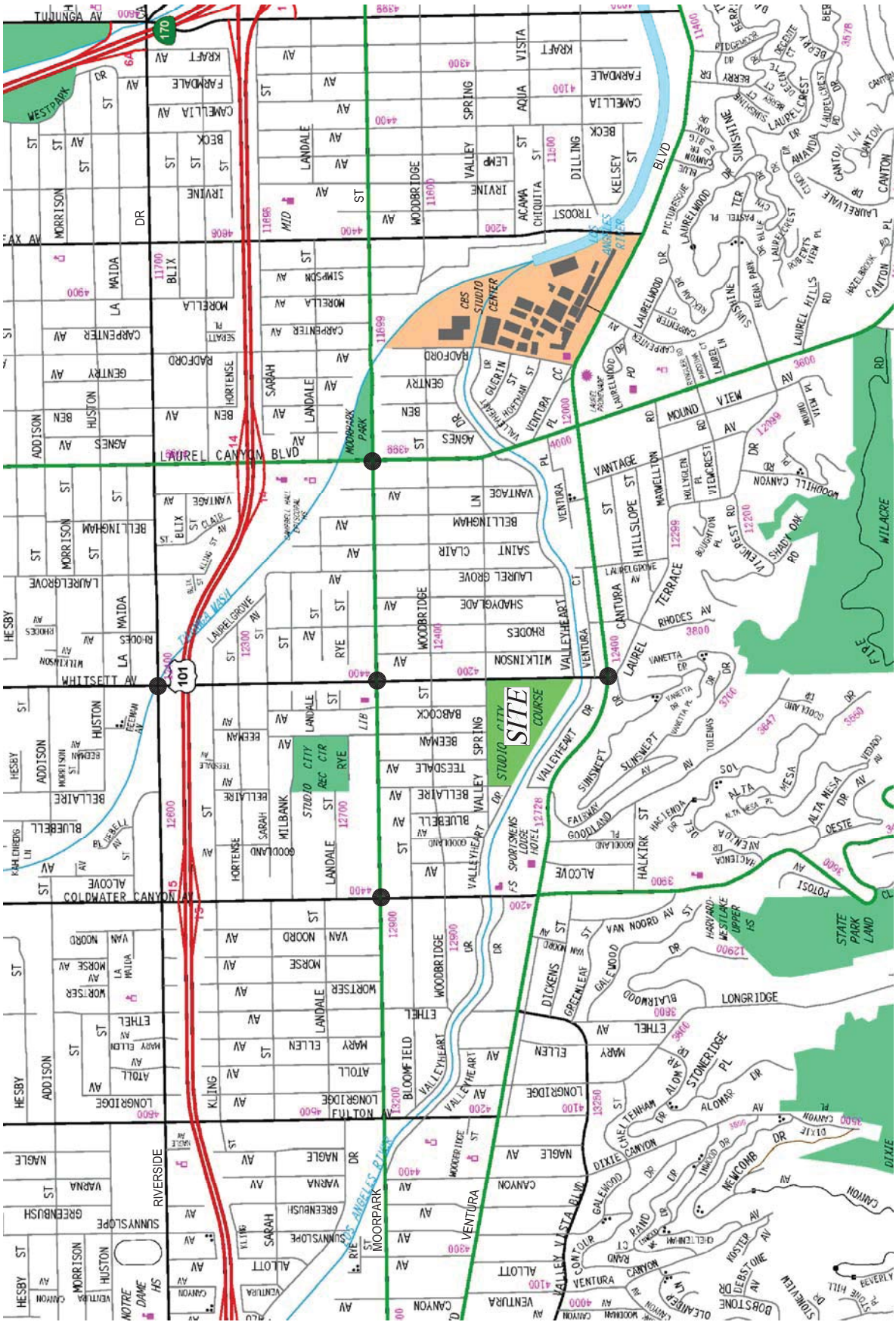
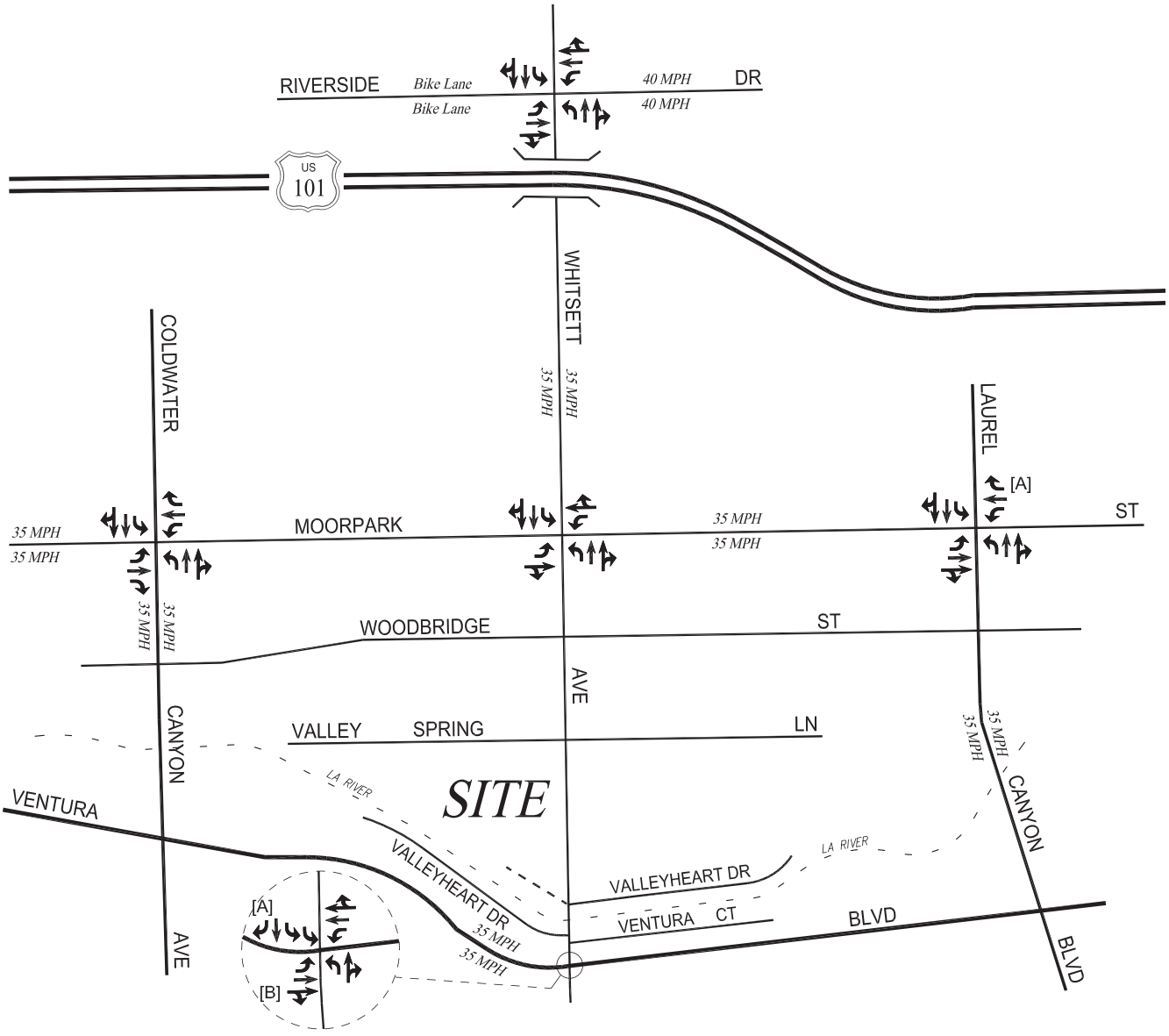


FIGURE IV.M-1
STUDY INTERSECTION MAP

● STUDY INTERSECTION

SOURCE: RAND MCNALLY & COMPANY
LINSCOTT, LAW & GREENSPAN, ENGINEERS



NOTES:

- - - - PROPOSED DRIVEWAY

[A] OVERLAPPING PHASE

[B] NO RIGHT-TURN ON RED 7A-9A

FIGURE IV.M-2
EXISTING LANE CONFIGURATIONS AT STUDY INTERSECTIONS

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

TABLE IV.M-1
EXISTING TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Coldwater Canyon Avenue/Moorpark Street[1]	01/19/2012	NB	8:15	704	5:00	971
			SB		714		998
			EB		1,012		787
			WB		553		796
2	Whitsett Avenue/Riverside Drive [1]	01/19/2012	NB	7:45	520	3:15	868
			SB		1,385		582
			EB		1,333		1,150
			WB		987		1,185
3	Whitsett Avenue/Moorpark Street [2]	11/17/2011	NB	8:00	377	4:00	912
			SB		1,179		547
			EB		988		679
			WB		556		740
4	Whitsett Avenue/Ventura Boulevard [2]	11/17/2011	NB	8:00	165	5:00	294
			SB		1,320		566
			EB		1,158		1,363
			WB		900		1,435
5	Laurel Canyon Boulevard/Moorpark Street [1]	01/19/2012	NB	7:00	1,201	3:15	1,609
			SB		1,462		1,643
			EB		1,058		766
			WB		642		741

[1] Counts conducted by City Traffic Counters.
[2] Counts conducted by The Traffic Solution. NOTE: Year 2011 manual traffic counts were adjusted by a 2.0 percent (2.0%) ambient growth factor to reflect existing conditions.

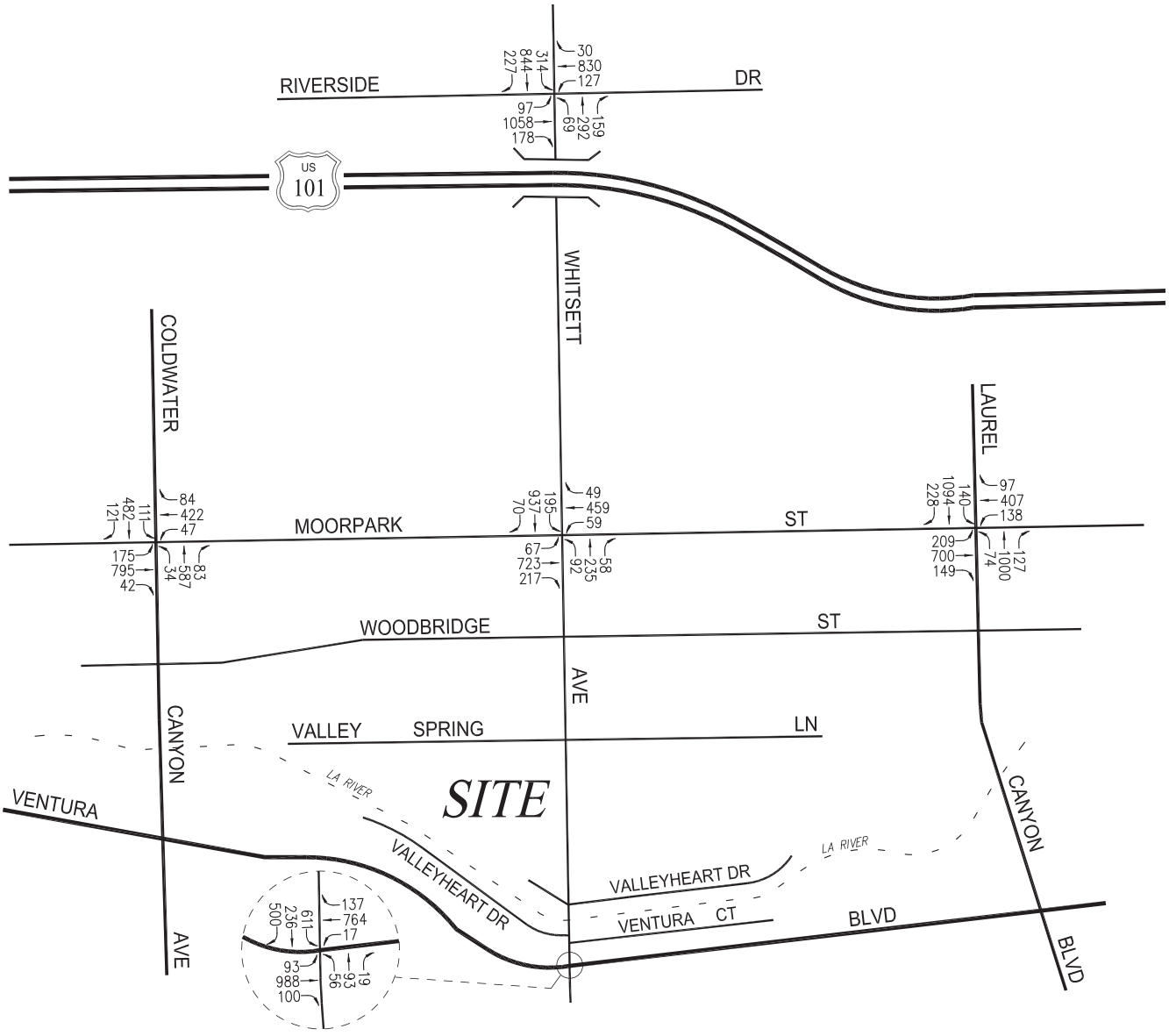


FIGURE IV.M-3
EXISTING TRAFFIC VOLUMES – WEEKDAY A.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

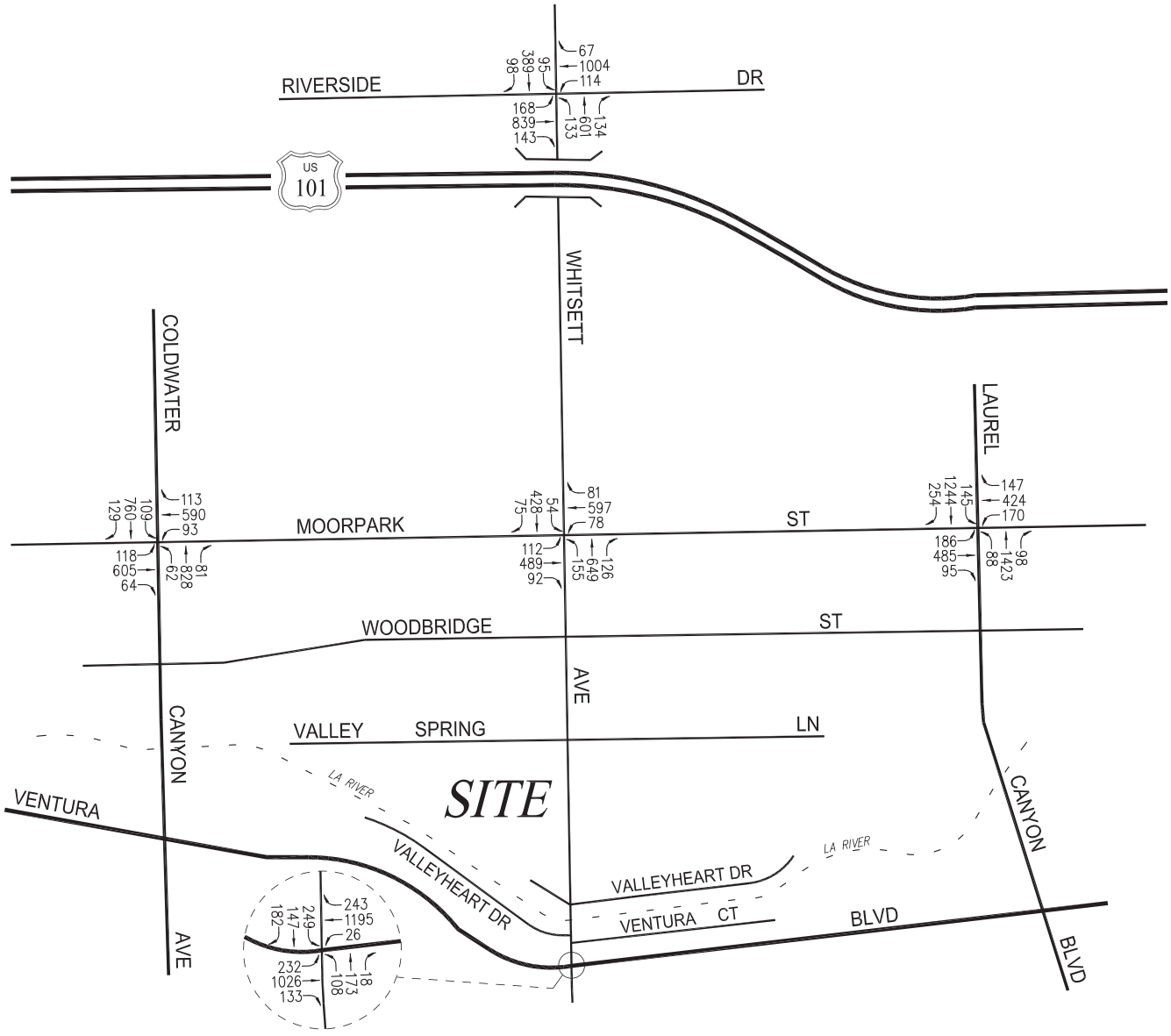


FIGURE IV.M-4
EXISTING TRAFFIC VOLUMES – WEEKDAY P.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

(b) Level of Service

Methodology

The five study intersections were evaluated using the Critical Movement Analysis ("CMA") method, which determines the Volume-to-Capacity ("*V/C*") ratio on a critical lane basis. The *V/C* ratio is a measure of an intersection's traffic (existing or projected) as compared to the theoretical (design) capacity of the intersection. The overall intersection *V/C* ratio is subsequently assigned a Level of Service ("LOS") value to describe intersection operations. LOS is a qualitative indicator of an intersection's operating conditions, which is used to represent various degrees of congestion and delay. LOS varies from LOS A (free flow with little or no delay) to LOS F (jammed conditions resulting from extreme congestion). A more detailed description of the CMA method and values and explanation of corresponding Levels of Service are provided in *Appendix C of Appendix I: Traffic Impact Study* of this Draft EIR. The relationship between CMA *V/C* ratios and LOS for intersection capacity calculations is generally as follows:

***V/C* RATIO**	**LOS**
0 to 0.60	A
0.61 to 0.70	B
0.71 to 0.80	C
0.81 to 0.90	D
0.91 to 1.00	E
≥ 1.00	F

Existing Intersection LOS

Three of the five study intersections are presently operating at LOS D or better during the weekday A.M. and P.M. peak hours under existing conditions, as will be discussed in more detail in a later section. The following two study intersections are currently operating at LOS E or F during the weekday peak hours as shown below:

- Int. No. 3: Whitsett Ave./Moorpark St. A.M. Peak Hour: *V/C* = 0.963, LOS E
- Int. No. 5: Laurel Canyon Blvd./Moorpark St. P.M. Peak Hour: *V/C* = 1.003, LOS F

(3) Access and Local Circulation

Access to the existing Project Site including the golf course, driving range, clubhouse, and tennis facilities are provided via inbound and outbound driveways along the west side of Whitsett Avenue. The driveways provide access to an existing surface parking lot, which is utilized for all the uses on the Project Site. The inbound-only driveway is situated immediately south of Valley Spring Lane while the outbound-only driveway is situated approximately mid-way between Valley Spring Lane and Valleyheart Drive. Non-public access is provided for the Project Site's maintenance personnel at the terminus of Valleyheart Drive, adjacent to the existing City of Los Angeles fire station, where maintenance buildings and facilities are located along the southern edge of the existing tennis courts. A small service driveway is also provided on Valley Spring Lane, immediately west of Whitsett Avenue.

(4) Parking

A total of 92 parking spaces are currently provided within the surface parking lot on the Project Site. These parking spaces are unassigned and shared by all uses on the Project Site, including the golf course, driving range, tennis courts, putting green, and clubhouse.

(5) Public Transit

Public bus transit service within the Project study area is currently provided by Los Angeles County Metropolitan Transportation Authority (Metro) and LADOT. A summary of existing transit service, including transit routes, destinations, and peak hour headways is presented in *Table IV.M-2: Existing Public Transit Routes* and illustrated in *Figure IV.M-5: Existing Public Transit Routes*. The location of the Project Site facilitates pedestrian activity, bicycle usage, and use of public transit services, particularly due to the proximity of nearby commercial corridors.

TABLE IV.M-2
EXISTING PUBLIC TRANSIT ROUTES[1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro Route 150/240	Universal City to Canoga Park	Ventura Blvd, Whitsett Ave, Laurel Canyon Blvd, Coldwater Canyon Ave	EB WB	4 5	6 5
Metro Route 155	Sherman Oaks to Burbank	Riverside Dr, Whitsett Ave, Laurel Canyon Blvd, Coldwater Canyon Ave	EB WB	2 2	2 2
Metro Route 167	Chatsworth to Studio City	Moorpark St, Whitsett Ave, Ventura Blvd	NB SB	2 2	2 2
Metro Route 218	Cedars-Sinai Medical Center to Studio City	Laurel Canyon Blvd, Ventura Blvd	NB SB	2 2	2 2
Metro Route 230	Sylmar to Studio City	Laurel Canyon Blvd, Ventura Blvd, Moorpark St, Riverside Dr	NB SB	3 3	3 3
Metro Rapid 750	Universal City Station to Warner Center Transit Hub	Ventura Blvd, Coldwater Canyon Ave	EB WB	5 10	5 5
Dash Van Nuys/Studio City (LDVAN)	Van Nuys to Studio City	Moorpark St, Whitsett Ave, Ventura Blvd, Coldwater Canyon Ave, Laurel Canyon Blvd, Riverside Dr	NB SB	2 2	2 1
			Total	46	42

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT) websites, 2012.

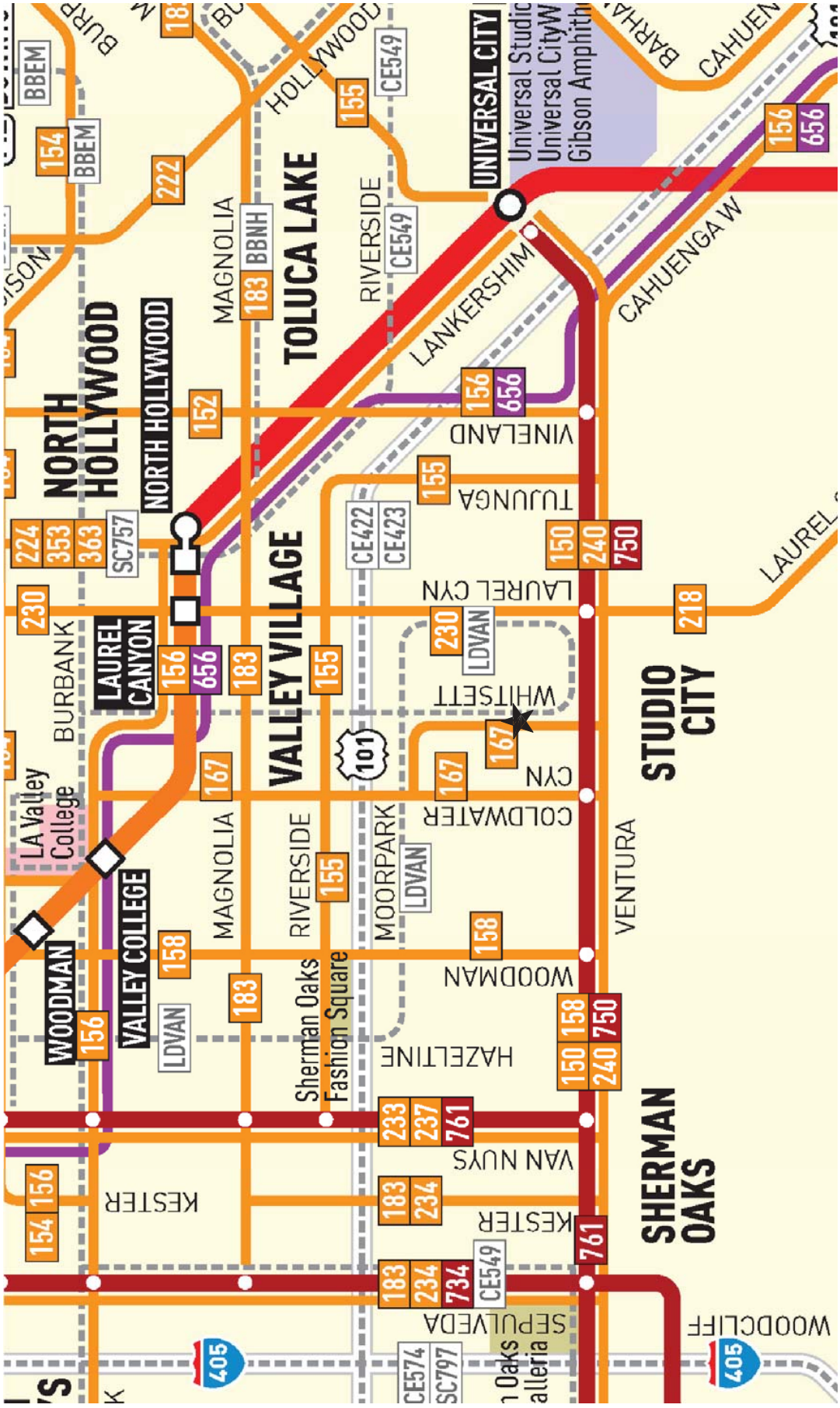


FIGURE IV.M-5
EXISTING PUBLIC TRANSIT ROUTES

b. Regulatory and Policy Setting

(1) General Plan Transportation Element and Community Plan

The City of Los Angeles General Plan Transportation Element provides overall goals, objectives, and policies for the City, with emphasis on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focus on growth in proximity to public transit. The primary general goals of the Transportation Element include providing adequate accessibility and mobility for residents, workers, and travelers in the City of Los Angeles; maintaining the street system in good to excellent condition; and providing an integrated system of pedestrian-oriented street segments, bikeways, and scenic highways. All private projects within the City of Los Angeles fall under the guidance of these general goals and shall not be in direct conflict with, or hinder the achievement of, any goals, policies, or programs set forth in the Transportation Element.

The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (the "Community Plan") was updated and adopted on May 13, 1998 to guide development specifically within the Project area and the surrounding community. The Community Plan includes goals, objectives, and policies pertaining to transportation issues, which focus predominantly on public transit, alternative transportation modes, transportation systems and congestion management, and parking.

Parts of the Community Plan's transportation programs are derived from the Transportation Improvement and Mitigation Program ("TIMP"), which provides specific measures that are recommended to be undertaken during the life of the Community Plan. The TIMP recommends specific measures for roadway improvements, roadway redesignation, bus service improvements, metrolink service improvements, the creation of a community transit center, paratransit or shuttle bus service, transportation system management improvements such as the Automated Traffic Surveillance and Control ("ATSAC") system, peak hour parking restrictions, the creation of neighborhood traffic control plans, and a transportation demand management ("TDM") program which includes creating bikeways, forming transportation management associations, and a trip reduction ordinance.

With regard to the TDM, it is the City's objective that the traffic LOS on the street system in the community not exceed LOS E. TDM is a program designed to encourage people to change their mode of travel from single occupancy automotive vehicles to more efficient transportation modes. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle. The City actively enforces TDM requirements through a City-wide TDM Ordinance, participation in regional transportation management programs, and formation of localized transportation management associations.

(2) Regional Transportation System

The Congestion Management Program (the "CMP") is a State-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990 to address the impact of local growth on the regional transportation system. On October 28, 2010, Metro adopted the 2010 CMP for Los Angeles County. The 2010 CMP includes Traffic Impact

Analysis ("TIA") guidelines, which require that intersection and/or freeway monitoring locations be examined if a proposed project will add 50 or 150 more trips, respectively, during the A.M. or P.M. weekday peak periods.

The following CMP intersection monitoring locations in the Project area have been identified and will be discussed later in this chapter under the subheading *Congestion Management Program Traffic Impact Assessment*:

CMP Station	Intersection
No. 74	Ventura Boulevard/Laurel Canyon Boulevard
No. 76	Ventura Boulevard/Sepulveda Boulevard
No. 78	Ventura Boulevard/Woodman Avenue

The following CMP freeway monitoring locations in the Project area have been identified and will be discussed later in this chapter under the subheading *Congestion Management Program Traffic Impact Assessment*:

CMP Station	Freeway
No. 1038	101 Freeway at Coldwater Canyon Avenue
No. 1057	170 Freeway south of Sherman Way

3. ENVIRONMENTAL IMPACTS

a. Methodology

(1) Construction Analysis

To estimate the construction traffic impacts of the Studio City Senior Living Center Project, certain construction assumptions must be made, which are detailed in the construction analysis to follow. After assumptions are made, construction traffic trip generations are calculated for daily construction trips associated with worker vehicles, haul trucks, and miscellaneous trucks used during the construction process. A standard percentage of the daily construction trips generated are then assumed to be traveling during the weekday A.M. peak hour and P.M. peak hour. For miscellaneous construction trucks, a Passenger Car Equivalency ("PCE") has been determined and has been applied to the truck trips to estimate the number of passenger vehicle trips that would be associated with these trucks. The final estimated weekday A.M. and P.M. peak hour trips are expressed in PCE vehicle trips.

(2) Intersection Analysis

To estimate the traffic impacts of the Project, a multi-step process was utilized. First, trip generation estimates are used to calculate the total arriving and departing traffic volumes on a peak hour (i.e., A.M. and P.M.) and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation (i.e., 200 condominium units, 9-hole golf course, golf driving range).

Second, trip distribution identifies the origins and destinations of inbound and outbound Project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

Third, traffic assignment involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the Project is isolated by comparing operational (i.e., LOS) conditions at the selected key intersections using expected future traffic volumes with and without the forecasted Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

As previously explained, the five study intersections were evaluated using the CMA method of analysis. The relative impact of the added traffic volumes to be generated by the Project during the A.M. and P.M. peak hours was evaluated based on analysis of future operating conditions at the five study intersections, with and without the forecasted Project traffic. The previously discussed capacity analysis procedures were utilized to evaluate the future *V/C* relationships and LOS characteristics at each study intersection.

Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.

[b] Condition [a] with completion and occupancy of the Project ("Existing with Project").

[c] Condition [b] with implementation of project mitigation measures where necessary and if required ("Existing with Project and Mitigation Conditions").

[d] Condition [a] plus two percent (2%) annual ambient traffic growth through year 2016 and with completion and occupancy of the Related Projects ("Future Cumulative Pre-Project Conditions").

[e] Condition [d] with completion and occupancy of the Project ("Future Cumulative with Project Conditions").

[f] Condition [e] with implementation of Project mitigation measures where necessary and if required ("Future Cumulative with Project and Mitigation Conditions")

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the five study intersections. Thus, for instance, the Future Cumulative with Project Conditions analyze the cumulative impact of the proposed Project, taking into consideration impacts from all Related Projects in the area, and provide a

conservative and comprehensive analysis of the future conditions in the study area after anticipated full occupancy of the proposed Project in year 2016.

The traffic analysis follows the City of Los Angeles Department of Transportation's *Traffic Study Policies and Procedures*[1] and is consistent with the TIA guidelines set forth in the CMP for Los Angeles County.[2]

The forecast of future and cumulative conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines offer two options for developing the future and cumulative traffic volume forecast and providing an adequate discussion of the impacts:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future and cumulative traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast and determining the impacts.

It should also be noted that ATSAC and Adaptive Traffic Control System (ATCS) system upgrades for all five study intersections have been implemented as part of the LADOT Victory ATSAC/ATCS system (System No. 6). The ATSAC and ATCS provide computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. The ATCS further provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links, and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces the critical V/C ratios by seven percent (0.7). The ATCS system upgrade further reduces the critical V/C ratios by three percent (0.3) for a total of 10 percent (0.10). Accordingly, the Level of Service (LOS) calculations for all the following analysis scenarios reflect a 0.10 adjustment.

[1] City of Los Angeles Department of Transportation, *Traffic Study Policies and Procedures*, http://www.ladot.lacity.org/pdf/pdf223.pdf (August 2011).
[2] Los Angeles County Metropolitan Transportation Authority, *2010 Congestion Management Program for Los Angeles County*, http://www.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf (October 2010).

b. Thresholds of Significance

In accordance with Los Angeles CEQA Thresholds Guide (as adopted 2006), the Project would have significant impact on transportation and circulation if it would cause any of the following conditions to occur:

(1) Construction Thresholds

The determination of significance shall be made on a case-by-case basis, considering the following factors:

Temporary Traffic Impacts:

- Length of time of temporary street closures or closures of two or more traffic lanes;
- Classification of the street affected;
- Existing traffic levels and LOS on the affected streets and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other State highway;
- Potential safety issues involved with street or lane closures; and
- Presence of emergency services located nearby that regularly use the affected street.

Temporary Loss of Access:

- Length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- Availability of alternative vehicular or pedestrian access within ¼ mile of the lost access; and
- Type of land uses affected, and related safety, convenience, and/or economic issues.

Temporary Loss of Bus Stops

- Length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- Availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
- Existence of other bus stops or routes with similar routes/destinations within a ¼ mile radius of the affected stops or routes; and
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Temporary Loss of On-Street Parking

- Current utilization of existing on-street parking;
- Availability of alternative parking locations or public transit options within ¼ mile of the project site; and
- Length of time that existing parking spaces would be unavailable.

(2) Intersection Traffic Thresholds

The significance of the potential impacts of Project generated traffic at each study intersection was identified using the traffic impact criteria set forth in LADOT's *Traffic Study Policies and Procedures*, (August 2011). According to the City's published traffic study guidelines, a significant transportation impact is determined based on the Sliding Scale criteria presented in *Table IV.M-3: City of Los Angeles Intersection Impact Threshold Criteria*.

TABLE IV.M-3
CITY OF LOS ANGELES INTERSECTION IMPACT THRESHOLD CRITERIA

FINAL *V/C*	LEVEL OF SERVICE (LOS)	PROJECT RELATED INCREASE IN *V/C*
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E or F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection Volume-to-Capacity (*V/C*) ratio by an amount equal to or greater than the values shown above.

(3) Access Thresholds

The Project would have a significant Project access impact if any of the studied intersections would be projected to deteriorate to LOS E or F during the A.M. or P.M. peak hour, under Future Cumulative with Project Conditions in comparison to Future Cumulative Pre-Project Conditions (as defined under Methodology herein).

(4) Parking Thresholds

The Project would have a significant impact on parking if the Project would provide less parking than required by the Los Angeles Municipal Code, or as otherwise required through conditional approval of the entitlements.

(5) Transit System Thresholds

The determination of significance shall be made on a case-by-case basis, considering the projected number of additional transit passengers expected with implementation of the proposed Project and available transit capacity.

c. Project Impacts

(1) Construction Activity[3]

(a) Construction Assumptions

Certain assumptions must be made about the demolition/construction process in order to determine the estimated traffic impacts caused by construction activities for the proposed Project. It is assumed that demolition and grading/excavation would occur on the Development Site (the area anticipated to be physically disturbed within the Project Site) during the first year of construction, in which it is estimated that approximately 82,000 cubic yards of dirt from the Development Site would be removed. It is also assumed that after the completion of the demolition and grading phase of construction, the final grading and structure construction phase would begin and would extend over a two-year period. It is also assumed that the equipment staging area during the initial phases of grading, as well as after the start of construction, would occur on and adjacent to the Development Site. Construction worker parking would occur within the Project Site, as well as on Valleyheart Drive North adjacent to the Development Site. Construction hours would be restricted from 7:00 A.M. to 9:00 P.M., Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

(b) Construction Traffic Generation

Demolition, Construction Grading, and Material Export

It is assumed that heavy construction equipment would be located onsite during grading activities and would not travel to and from the Development Site on a daily basis. However, truck trips would be generated during the grading and export period, so as to remove material (from grading and demolition) from the Development Site. Trucks are expected to carry the export material to a receptor site located within 20 miles of the Development Site. The Project Applicant anticipates that 18-wheel bottom-dumping trucks and trailers (assuming a capacity of 20 cubic yards of material per truck) would be used during the export period between the hours of 7:00 A.M. and 4:00 P.M., Monday through Saturday. These estimated restriction hours for hauling activities are to be confirmed with the City of Los Angeles Department of Building and Safety. The export period is assumed to require approximately 20 workdays per month for approximately four months. During the peak grading and export activities, up to 102 truck trips per day (i.e., 51 inbound trips and 51 outbound trips) are anticipated. Of the 102 daily truck trips, it is estimated that approximately ten truck trips (five inbound trips and five outbound trips) would occur during each of the weekday A.M. peak hour and P.M. peak hour.

Final Grading and Structure Construction

Activities related to the final grading/structure construction period would generate a higher number of vehicle trips as compared to the grading and material export period. Thus, the greatest

[3] All construction activity analysis and data was generated by Linscott Law & Greenspan Engineers, *Studio City Senior Housing Project Construction Traffic*, email to Planning Associates Inc., 22 February 2012 included as *Appendix N: Construction Traffic Analysis* of this Draft EIR.

potential for impact on the adjacent street system would occur during the final grading/structure construction period.

During the final grading and structure construction period, it is assumed that a trip generation rate of 0.32 worker vehicle trips per 1,000 square feet of building development per day is used. Construction workers are expected to typically arrive at the project site before 7:00 A.M. and most will depart before 3:00 P.M. Thus, these construction work trips generally would occur outside of the peak hour of traffic on the local street system. For example, as shown in the Project traffic impact study, the peak hour of traffic at the study intersections adjacent to the Project Site typically begins between 7:45 and 8:00 A.M. during the morning commute period, and between 3:15 and 5:00 P.M. during the afternoon commute period. It is also anticipated that construction workers would remain onsite throughout the day.

It is estimated that approximately 108 vehicle trips per day (i.e., 54 trips inbound and 54 trips outbound) would be generated by the construction workers during the peak construction phases at the Development Site. Of the peak daily trip generation of 108 daily trips, it is estimated that approximately 11 construction worker vehicle trips (i.e., ten percent of the daily construction worker inbound or outbound trips) would occur during each of the weekday A.M. peak hour and P.M. peak hour.

In addition to construction worker vehicles, additional trips may be generated by miscellaneous trucks traveling to and from the Development Site. These trucks may consist of larger vehicles delivering equipment and/or construction materials to the Development Site, or smaller pick-up trucks or four-wheel drive vehicles used by construction supervisors and/or City inspectors. During peak construction phases, it is estimated that approximately 50 trips per day (i.e., 25 trips inbound and 25 trips outbound) would be made by miscellaneous trucks. To conservatively estimate the equivalent number of vehicles associated with the trucks, a passenger car equivalency factor of 2.0 was utilized based on standard traffic engineering practice. Therefore, conservatively assuming 50 daily truck trips, it is estimated that the trucks would generate approximately 100 passenger car equivalent (PCE) vehicles trips (i.e., 50 trips inbound and 50 trips outbound) on a daily basis. It is estimated that of those 100 PCE vehicle trips, approximately 10 PCE vehicle trips (five inbound trips and five outbound trips) would occur during each of the weekday A.M. and P.M. peak hours, assuming ten percent of the daily truck trips occur during the peak hours.

Summed together, the construction worker vehicles and miscellaneous trucks are forecast to generate approximately 208 PCE vehicle trips per day (i.e., 104 inbound and 104 outbound) during peak final construction and structure construction phases at the site. During the weekday A.M. peak hour and P.M. peak hour, it is estimated that approximately 21 PCE vehicle trips would be generated during each of these peak hours. By comparison, it is noted in the Project traffic impact study that the removal of the existing tennis courts on the Project Site is forecast to result in a reduction of 27 A.M. peak hour trips and 62 P.M. peak hour trips.

(c) Future Project Construction Impact

Based on the relatively low number of generated construction related trips, traffic impacts due to construction activities are forecast to be less-than-significant at the five study intersections during the weekday A.M. and P.M. peak hours.

(d) Construction Management and Haul Route Approval

Approvals required by the City of Los Angeles for implementation of the proposed Project include a Truck Haul Route program approved by LADOT. According to Section 91.7006.7.4 of the Los Angeles Building Code, truck haul routes would only require a public hearing before the Board of Building and Safety Commissioners (BBSC) for any import or export of more than 1,000 cubic yards of earth material in a grading hillside area. Although import and export for the proposed Project would exceed the 1,000 cubic yards of earth material, the location of the Project Site is not within a grading hillside area; therefore, the proposed Project would not require a public hearing before the BBSC.

With regard to other construction traffic-related issues, construction equipment would be stored within the perimeter fence of the construction site. With the required haul route approval and other construction management practices described above, construction activity is considered to be less-than-significant.

(2) Long-Term Operation

(a) Roadways and Intersections

Project Traffic Generation

The trip generation rates and forecast of the vehicular trips to be generated by the proposed Project (including the existing golf course and driving range to remain onsite with minor modifications) are presented in *Table IV.M-4: Project Traffic Generation*. The Project trip generation forecast was submitted for review and approval by LADOT staff.

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Eighth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2008]. Traffic volume expectations to be generated by the Project were based upon rates per number of dwelling units in the SCSLC, number of tees in the driving range, and number of holes in the golf course. ITE Land Use Codes 230 (Residential Condominium/Townhouse), 432 (Golf Driving Range), 430 (Golf Course) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Project, inclusive of golf course and driving range facilities. ITE Land Use Code 490 (Tennis Courts) was used to determine the number of trips being eliminated at the site due to demolition of the 16 existing tennis courts. It should be noted that ITE Land Use Code 230 (Residential Condominium/Townhouse) was utilized to represent a worst-case scenario for the Project in lieu of a lower generation rate that may be more accurate for senior housing. It should also be noted that the driving range will be slightly modified and will lose three golf tees to accommodate the Project, which has been reflected in *Table IV.M-4*.

TABLE IV.M-4
PROJECT TRAFFIC GENERATION[1]

LAND USE	SIZE	DAILY TRIP ENDS VOLUME[2]	AM PEAK HOUR VOLUMES[2]			PM PEAK HOUR VOLUMES[2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Senior Housing[3]	200 DU	1,162	15	73	88	70	34	104
Golf Driving Range[4]	21 Tees	287	5	3	8	12	14	26
Golf Course[5]	9 Holes	322	16	4	20	11	14	25
Subtotal Proposed Project		1,771	36	80	116	93	62	155
Existing Site Uses								
Golf Driving Range[4]	(24) Tees	(328)	(6)	(4)	(10)	(14)	(16)	(30)
Golf Course[5]	(9) Holes	(322)	(16)	(4)	(20)	(11)	(14)	(25)
Tennis Courts[6]	(16) Courts	(497)	(14)	(13)	(27)	(31)	(31)	(62)
Subtotal Existing Site Uses		(1,147)	(36)	(21)	(57)	(56)	(61)	(117)
Total Net Increase		**624**	**0**	**59**	**59**	**37**	**1**	**38**

[1] Source: Institute of Transportation Engineers ("ITE"), *Trip Generation, 8th Edition*, 2008.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.
-Daily Trip Rate: 5.81 trips/Dwelling Units (DU); 50% inbound/50% outbound.
-AM Peak Hour Trip Rate: 0.44 trips/ DU; 17% inbound/83% outbound
-PM Peak Hour Trip Rate: 0.52 trips/DU; 67% inbound/33% outbound
-It should be noted that in compliance with the RIO Guidelines, approximately two percent of the residential (i.e., excluding the overflow golf parking) parking spaces in the parking structure may be allocated for use by a third party shared car (or equivalent) program. However, for worst case purposes, the reduction in traffic anticipated from this shared car program is not included in the traffic generation estimates provided for the Senior Housing.
[4] ITE Land Use Code 432 (Golf Driving Range) trip generation average rates.
-Daily Trip Rate: 13.65 trips/Tee; 50% inbound/50% outbound.
-AM Peak Hour Trip Rate: 0.40 trips/ Tee; 61% inbound/39% outbound
-PM Peak Hour Trip Rate: 1.25 trips/Tee; 45% inbound/55% outbound
[5] ITE Land Use Code 430 (Golf Course) trip generation average rates.
-Daily Trip Rate: 35.74 trips/Hole; 50% inbound/50% outbound
-AM Peak Hour Trip Rate: 2.23 trips/Hole; 79% inbound/21% outbound
-PM Peak Hour Trip Rate: 2.78 trips/Hole; 45% inbound/55% outbound
[6] ITE Land Use Code 490 (Tennis Courts) trip generation average rates.
-Daily Trip Rate: 31.04 trips/Court; 50% inbound/50% outbound.
-AM Peak Hour Trip Rate: 1.67 trips/Court; 50% inbound/50% outbound
-PM Peak Hour Trip Rate: 3.88 trips/Court; 50% inbound/50% outbound

As presented in *Table IV.M-4: Project Traffic Generation*, the Project is expected to generate 59 net new vehicle trips (0 inbound trips and 59 outbound trips) during the A.M. peak hour. During the P.M. peak hour, the Project is expected to generate 38 net new vehicle trips (37 inbound trips and 1 outbound trips). Over a 24-hour period, the Project is forecast to generate 624 net new daily trip ends during a typical weekday (approximately 312 inbound trips and 312 outbound trips).

Project Traffic Distribution and Assignment Analysis

Project traffic was assigned to the local roadway system based on a traffic distribution pattern developed in consultation with LADOT staff. The traffic distribution pattern reflects the

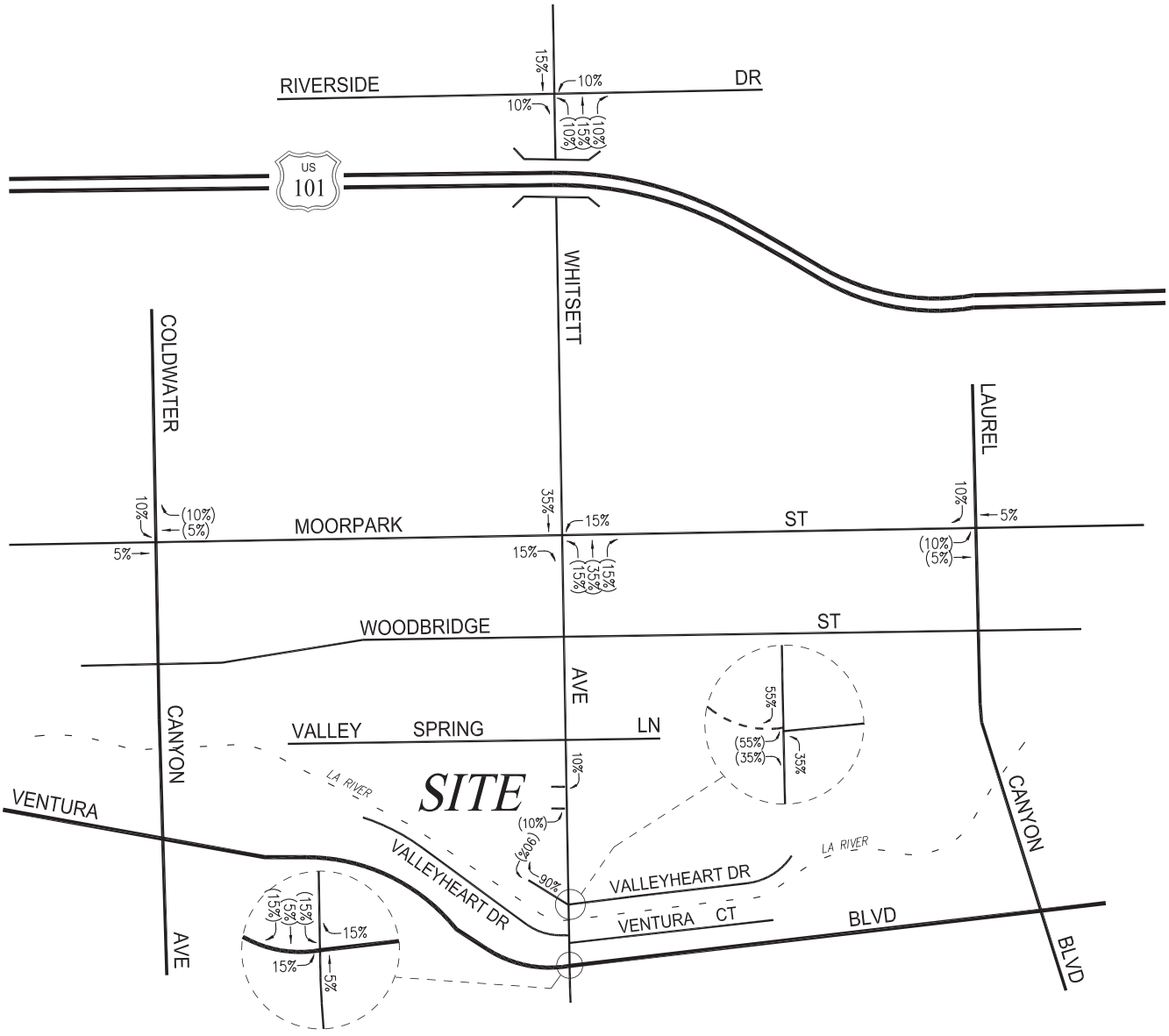
proposed Project land use, the proposed Project Site access scheme, existing traffic movements, characteristics of the surrounding roadway system, proximity to downtown Los Angeles, and nearby employment and residential areas. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., U.S. 101 Freeway, Coldwater Canyon Avenue, Whitsett Avenue, Laurel Canyon Boulevard, Moorpark Street, and Ventura Boulevard);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site;
- The location of existing and proposed parking areas;
- Assuming the driving range land use component will be served by the planned Whitsett Avenue driveways (i.e., the existing site distribution pattern); and
- Input from LADOT staff.

The general, directional traffic distribution patterns for the proposed Project are presented in *Figure IV.M-6: Project Trip Distribution*. The forecast A.M. and P.M. peak hour traffic volumes associated with the Project are presented in *Figure IV.M-7: A.M. Peak Hour Project Traffic Volumes* and *Figure IV.M-8: P.M. Peak Hour Project Traffic Volumes*, respectively. The traffic volume assignments presented in *Figure IV.M-7* and *Figure IV.M-8* reflect the traffic distribution characteristics shown in *Figure IV.M-6* and the Project traffic generation forecast presented in *Table IV.M-4: Project Traffic Generation*.

Summary of Traffic Analysis

A determination of significance and a summary of the forecast *V/C* ratios and LOS values for the study intersections during the A.M. and P.M. peak hours using the CMA methodology and application of the City of Los Angeles significant traffic impact criteria are shown in *Table IV.M-5: Summary of Volume-To-Capacity Ratios and Levels of Service*. To follow are the analyses of the information in *Table IV.M-5*, which describe the traffic impacts under certain conditions, as explained in Section 3.a(2) above, including Existing Conditions, Existing with Project Conditions, Future Cumulative Pre-Project Conditions, and Future Cumulative with Project Conditions.



XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

FIGURE IV.M-6
PROJECT TRIP DISTRIBUTION

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

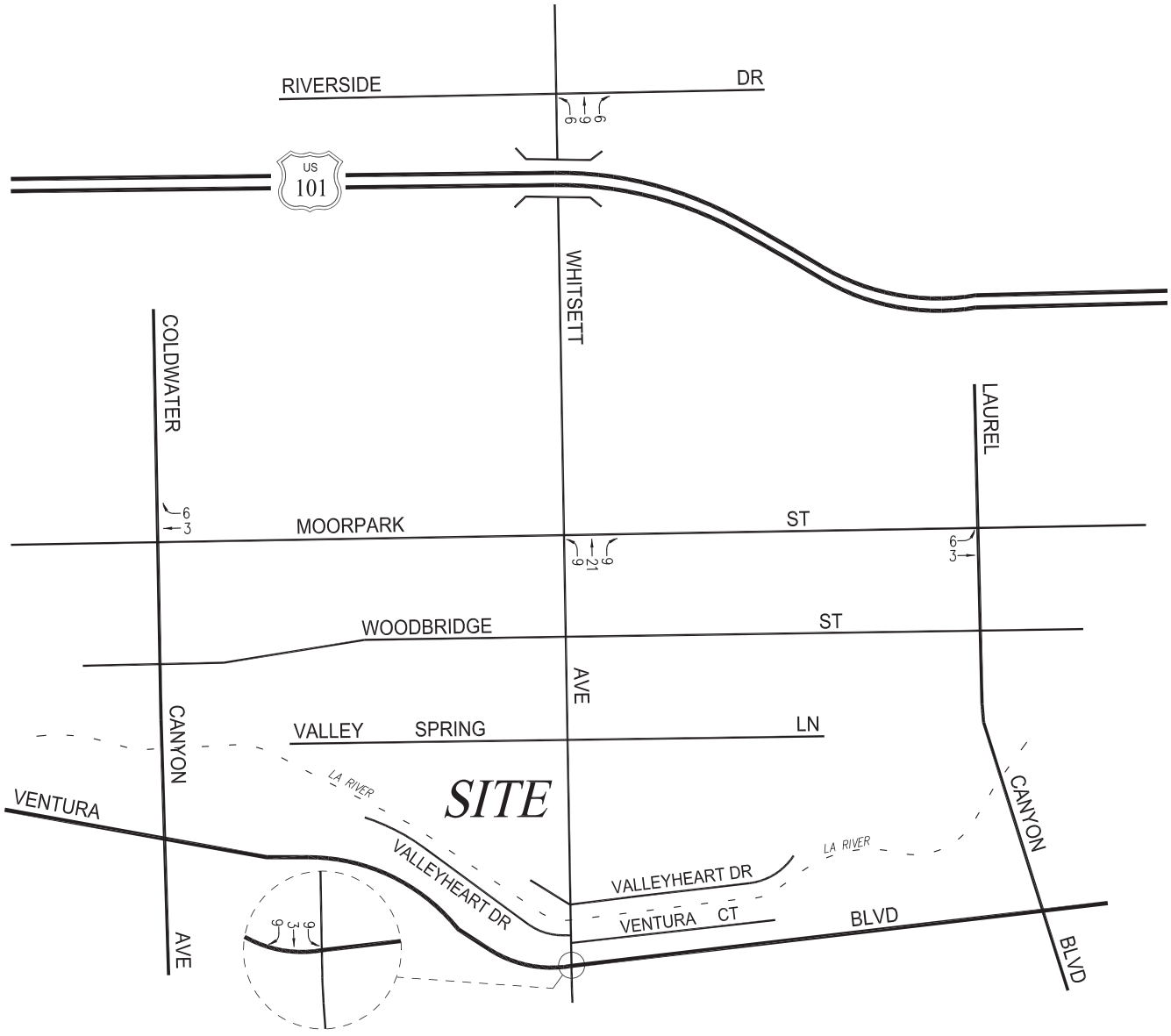


FIGURE IV.M-7
A.M. PEAK HOUR PROJECT TRAFFIC VOLUMES

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

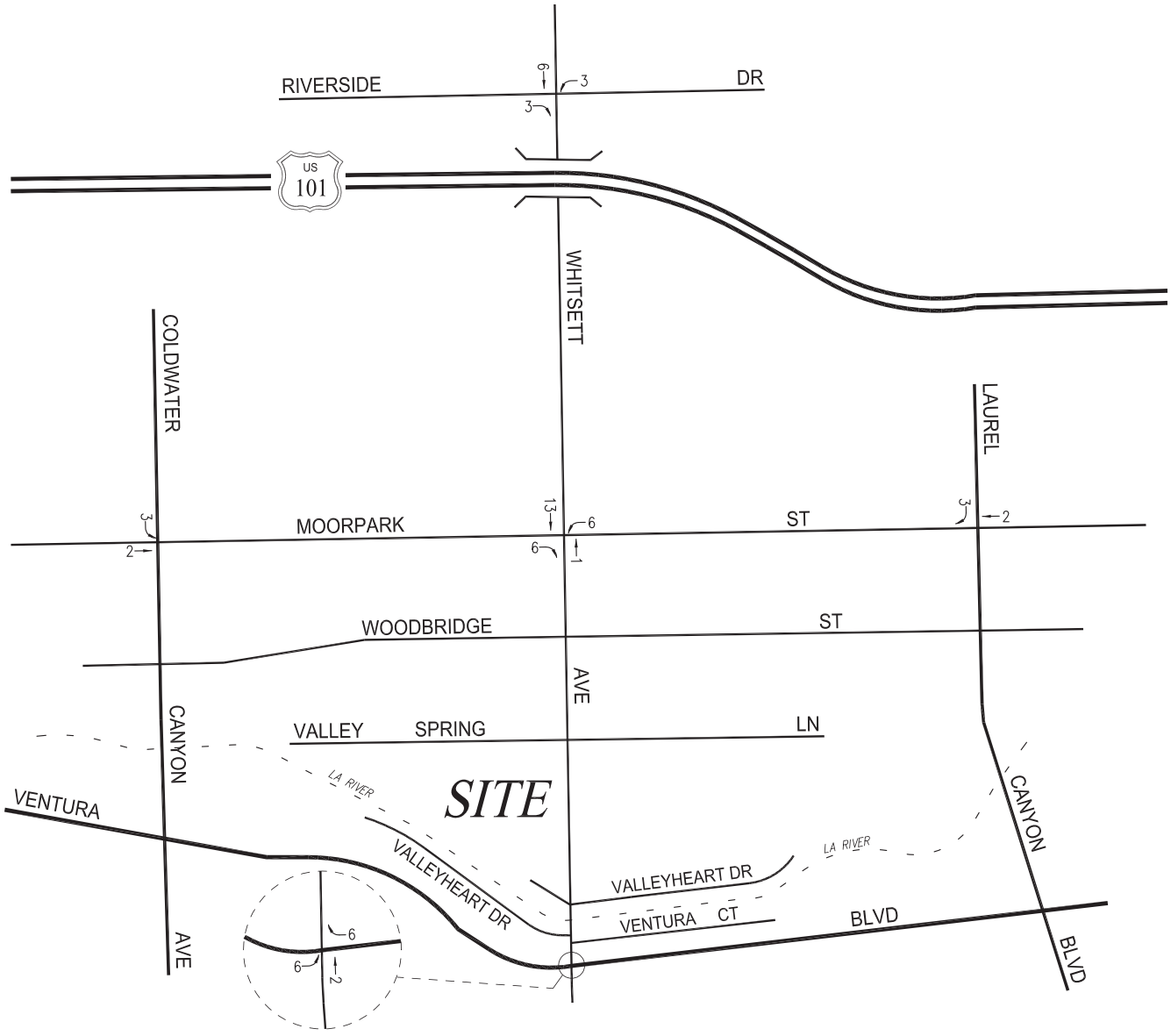


FIGURE IV.M-8
P.M. PEAK HOUR PROJECT TRAFFIC VOLUMES

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

TABLE IV.M-5
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2012 EXISTING		[2] YEAR 2012 EXISTING W/ PROJECT		CHANGE V/C [(2) - (1)]	SIGNIF. IMPACT	[3] YEAR 2016 FUTURE CUMULATIVE PRE-PROJECT		[4] YEAR 2016 FUTURE CUMULATIVE W/ PROJECT		CHANGE V/C ([4] - [3])	SIGNIF. IMPACT
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Coldwater Canyon Avenue/Moorpark Street	AM	0.759	C	0.759	C	0.000	NO	0.847	D	0.847	D	0.000	NO
		PM	0.748	C	0.750	C	0.002	NO	0.837	D	0.839	D	0.002	NO
2	Whitsett Avenue/ Riverside Drive	AM	0.800	C	0.804	D	0.004	NO	0.885	D	0.889	D	0.004	NO
		PM	0.678	B	0.678	B	0.000	NO	0.751	C	0.751	C	0.000	NO
3	Whitsett Avenue/ Moorpark Street	AM	0.963	E	0.969	E	0.006	NO	1.006	F	1.072	F	0.006	NO
		PM	0.721	C	0.721	C	0.000	NO	0.807	D	0.808	D	0.001	NO
4	Whitsett Avenue/ Ventura Boulevard	AM	0.645	B	0.651	B	0.006	NO	0.723	C	0.729	C	0.006	NO
		PM	0.830	D	0.838	D	0.008	NO	0.940	E	0.948	E	0.008	NO
5	Laurel Canyon Boulevard/Moorpark Street	AM	0.883	D	0.887	D	0.004	NO	1.020	F	1.024	F	0.004	NO
		PM	1.003	F	1.004	F	0.001	NO	1.131	F	1.133	F	0.002	NO

Existing Conditions

As indicated in column [1] of *Table IV.M-5: Summary of Volume To Capacity Ratios and Levels of Service*, three of the five study intersections are presently operating at LOS D or better during the A.M. and P.M. peak hours under existing conditions. The remaining study intersections are currently operating at LOS E or F during the peak hours as shown below under existing conditions (also see *Figure IV.M-3: Existing Traffic Volumes – Weekday A.M. Peak Hour* and *Figure IV.M-4: Existing Traffic Volumes - Weekday P.M. Peak Hour* in Section 2.a(2)(a)):

Int. No. 3: Whitsett Avenue/Moopark Street A.M. Peak Hour: *V/C* =0.963, LOS E

Int. No. 5: Laurel Canyon Blvd/Moopark St P.M. Peak Hour: *V/C* =1.003, LOS F

Existing With Project Conditions

As shown in column [2] of *Table IV.M-5: Summary of Volume To Capacity Ratios and Levels of Service*, application of the City's threshold criteria to the "Existing with Project" scenario indicates that the proposed Project is not expected to create significant impacts at any of the five study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections. The Existing with Project traffic volumes at the study intersections during the A.M. and P.M. peak hours are shown in *Figure IV.M-9: Existing with Project Traffic Volumes for A.M. Peak Hour* and *Figure IV.M-10: Existing with Project Traffic Volumes for P.M. Peak Hour*, respectively.

Future Cumulative Pre-Project Conditions

Related Projects: A forecast of on-street traffic conditions prior to occupancy of the proposed Project was prepared by incorporating the potential trips associated with other known development projects ("Related Projects") in the Project area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The list of Related Projects was based on information on file at the City of Los Angeles Departments of Transportation and City Planning. The list of Related Projects in the Project area is presented in *Table IV.M-6: List of Related Projects*. The location of the Related Projects is shown in *Figure IV.M-11: Location of Related Projects*. The estimated traffic generation of the Related Projects is presented in *Table IV.M-7: Related Projects Traffic Generation*. The list of Related Projects was submitted to LADOT staff for review and approval.

Traffic volumes expected to be generated by the Related Projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual[4]. The Related Projects' respective traffic generation for the weekday A.M. and P.M. peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table IV.M-7*. The distribution of the Related Projects traffic volumes to the study intersections during the weekday A.M. and P.M. peak hours are shown on *Figure IV.M-12: Related Projects Traffic Volumes for A.M. Peak Hour* and *Figure IV.M-13: Related Projects Traffic Volumes for P.M. Peak Hour,* respectively.

[4] Institute of Transportation Engineers *Trip Generation* manual, 8th Edition, Washington D.C., 2008.

Ambient Traffic Growth Factor: In order to account for unknown Related Projects not included in *Table IV.M-6*, the existing traffic volumes were increased at an annual rate of 2.0 percent (2.0%) per year to the year 2016 (i.e., the anticipated year of Project building-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the "CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the San Fernando Valley area, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 1.0% per year between the years 2010 and 2020. Thus, application of this annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity.

The Future Cumulative Pre-Project Conditions were forecast based on the addition of traffic generated by the completion and occupancy of the Related Projects, as well as traffic from ambient growth, using the ambient traffic growth factor. The inclusion in this analysis of both a forecast of traffic generated by known Related Projects plus the use of an ambient growth traffic factor based on the CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

The *V/C* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the Related Projects. As presented in column [3] of *Table IV.M-5: Summary of Volume To Capacity Ratios and Levels of Service*, two of the five study intersections are expected to continue operating at LOS D or better during the weekday A.M. and P.M. peak hours under the Future Cumulative Pre-Project Conditions. The remaining study intersections are expected to operate at LOS E or F during the peak hours, as shown below:

Int. No. 3: Whitsett Avenue/Moopark Street	A.M. Peak Hour: *V/C* =1.066, LOS F
Int. No. 4: Whitsett Ave/Ventura Boulevard	P.M. Peak Hour: *V/C*=0.940, LOS E
Int. No. 5: Laurel Canyon Blvd/Moopark St	A.M. Peak Hour: *V/C*=1.020, LOS F P.M. Peak Hour: *V/C* =1.131, LOS F

The Future Cumulative Pre-Project (existing, ambient growth, and Related Projects) traffic volumes at the study intersections during the weekday A.M. and P.M. peak hours are also presented in *Figure IV.M-14: Future Cumulative Pre-Project Traffic Volumes in the A.M. Peak Hour* and *Figure IV.M-15: Future Cumulative Pre-Project Traffic Volumes in the P.M. Peak Hour*, respectively.

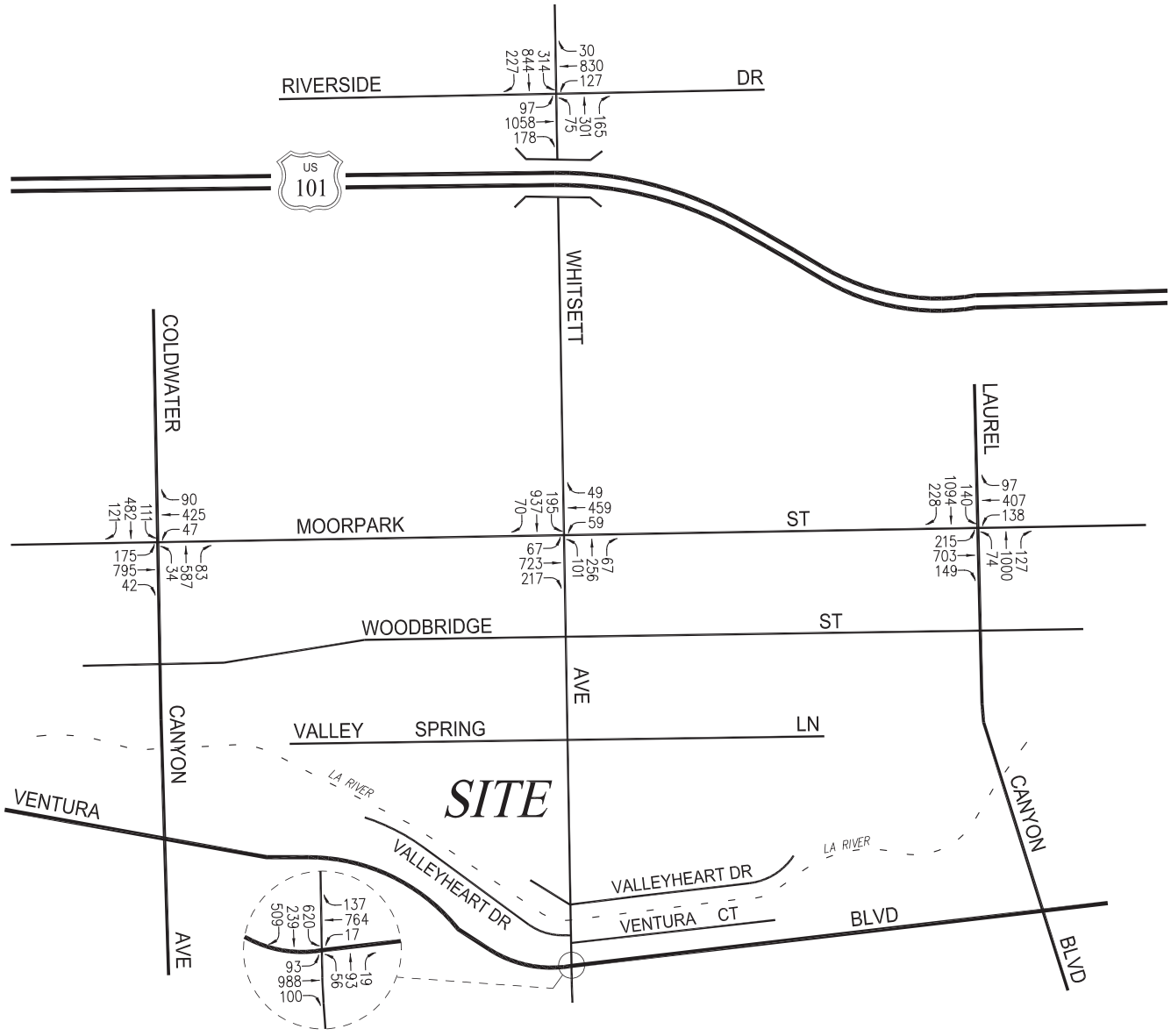


FIGURE IV.M-9
EXISTING WITH PROJECT TRAFFIC VOLUMES FOR A.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

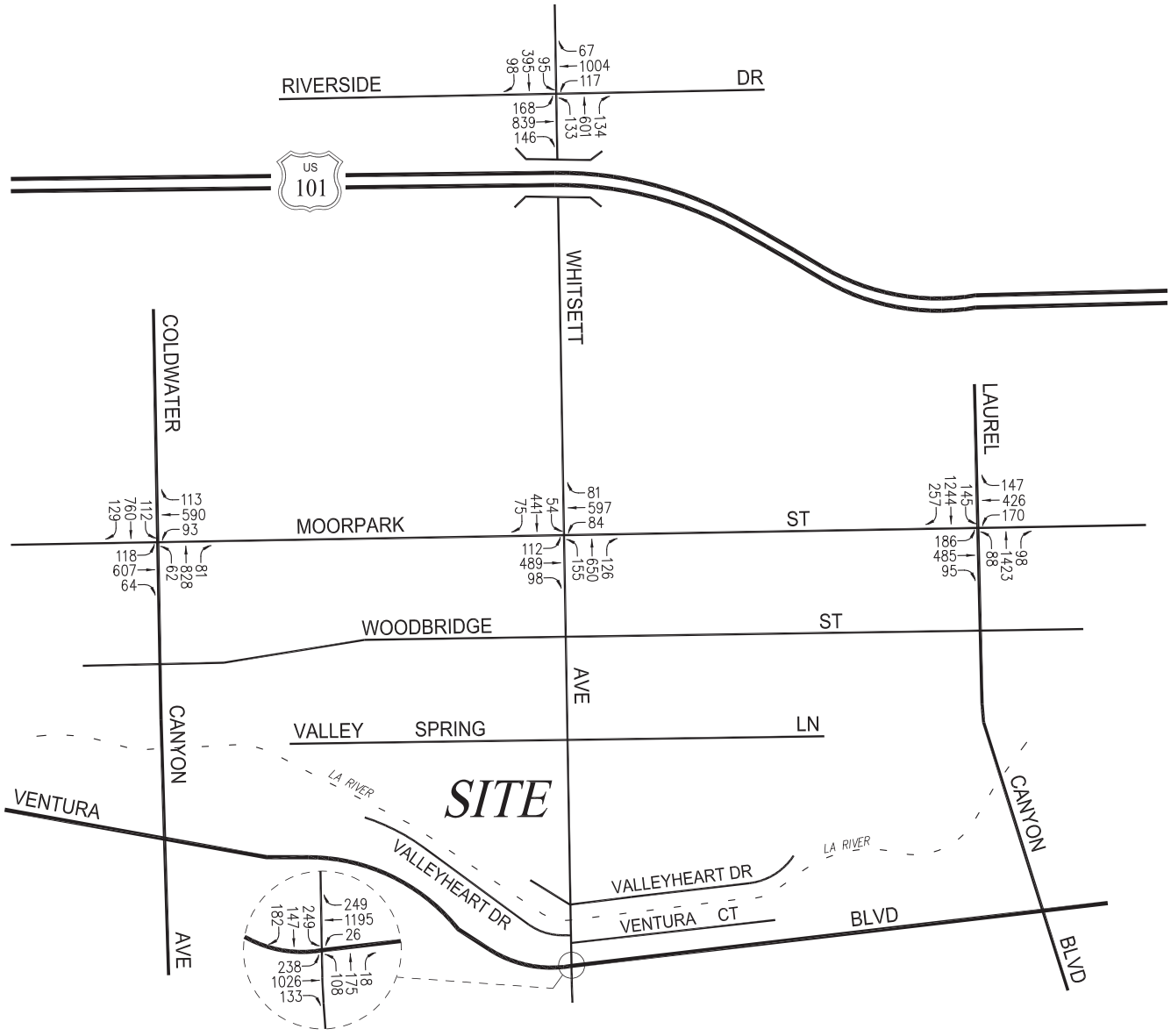


FIGURE IV.M-10
EXISTING WITH PROJECT TRAFFIC VOLUMES FOR P.M. PEAK HOUR

NORTH

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

TABLE IV.M-6
LIST OF RELATED PROJECTS[1]

MAP NO.	FILE PROJECT NUMBER	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE	SIZE[2]	STATUS
LA1	VEN-2010-020	12548 Ventura Boulevard	Apartment Retail Existing Retail Other	62 DU 10,747 GLSF (3,000) GLSF 1,925 GSF	Proposed
LA2	VEN-2008-080	Credit Union 4061 Laurel Canyon Boulevard	Walk-In Bank	1,467 GSF	Proposed
LA3	SFV-2004-294	Campbell Hall School 4533 Laurel Canyon Boulevard	Private School (K-12) Existing Senior Housing Existing Apartment	400 Students (54) DU (22) DU	Under Construction
LA4	SFV-2006-130	Sherman Village 12629 Riverside Drive	Condominium TV program production	270 DU	Approved
LA5	VEN-2004-008	11617 Ventura Boulevard	Apartment Existing Office Coffee House Existing Retail Existing Car Service Existing Restaurant	391 DU (7,793) GSF 1,000 GSF (5,598) GSF (4,065) GSF (4,000) GSF	Inactive
LA6	SFV-2006-044	Merdinian Evangelical School 13330 Riverside Drive	Private High School	383 Students	Approved
LA7	SFV-2011-025	11422 Moorpark Street	Restaurant	124 Seats	Proposed
LA8	VEN-2006-018	11331 Ventura Boulevard	Condominium Office	62 DU (21,694) GSF	Proposed
LA9	SFV-2007-032	Aqua Vista Condos 11163 Aqua Vista Street	Condominium	122 DU	Under Construction
LA10	VEN-2009-014	Ralph's Supermarket 14049 Ventura Boulevard	Supermarket Expansion	27,389 GSF	Approved

[1] Source: City of Los Angeles Department of Transportation Related Project List. It should be noted that this Table presents the same information as presented in *Table III-1: List of Related Projects* previously in this Draft EIR. It is reiterated here for discussion purposes.
[2] A number in parenthesis (i.e., "(3,000) GLSF" or "(54) DU") indicates removal of that use from the proposed project site.

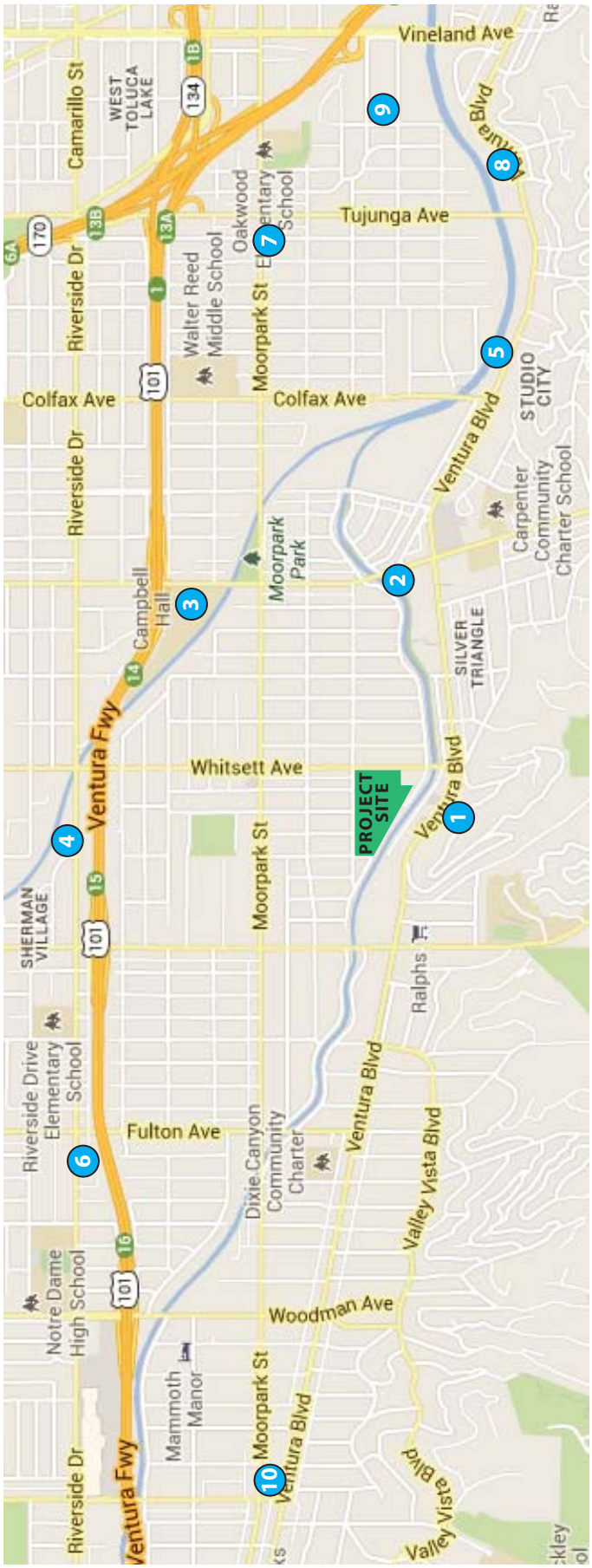


FIGURE IV.M-11
LOCATION OF RELATED PROJECTS

SOURCE: MAPS.GOOGLE.COM

TABLE IV.M-7
RELATED PROJECTS TRAFFIC GENERATION[1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES[2]	AM PEAK HOUR VOLUMES[2]			PM PEAK HOUR VOLUMES[2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
LA1	Apartment Retail Existing Retail Other	62 DU 10,747 GLSF (3,000) GLSF 1,925 GSF	412 476 (133) 245	6 8 (2) 11	26 6 (2) 11	32 14 (4) 22	25 13 (4) 12	13 16 (4) 9	38 29 (8) 21
LA2	Walk-In Bank	1,467 GSF	230	4	2	6	20	29	49
LA3	Private School (K-12) Existing Senior Housing Existing Apartment	400 Students (54) DU (22) DU	992 (174) (148)	193 (2) (2)	123 (2) (9)	316 (4) (11)	90 (3) (9)	130 (3) (6)	220 (6) (15)
LA4	Condominium TV program production	270 DU	1,850 (230)	28 (44)	112 (8)	140 (52)	111 (18)	60 (24)	171 (42)
LA5	Apartment Existing Office Coffee House Existing Retail Existing Car Service Existing Restaurant	391 DU (7,793) GSF 1,000 GSF (5,598) GSF (4,065) GSF (4,000) GSF	2,628 (86) (465)	40 (11) 7	159 (1) 11	199 (12) 18	157 (2) (19)	85 (10) (13)	242 (12) (32)
LA6	Private High School	383 Students	856	191	100	291	11	17	28
LA7	Restaurant	124 Seats	355	2	2	4	21	11	32
LA8	Condominium Office	62 DU (21,694) GSF	428 (239)	6 (30)	29 (4)	35 (34)	27 (5)	14 (27)	41 (32)
LA9	Condominium[3]	122 DU	709	15	39	54	32	28	60
LA10	Supermarket Expansion[4]	27,389 GSF	2,800	54	35	89	146	140	286
		TOTAL	**10,506**	**474**	**629**	**1,103**	**605**	**465**	**1,070**

[1] Source: City of Los Angeles Department of Transportation Related Projects List, except as noted below. Trip generation for the Related Projects are based on ITE "Trip Generation", 8th Edition, 2008.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Daily trip ends based on ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.
[4] Daily trip ends based on ITE Land Use Code 850 (Supermarket) trip generation average rates.

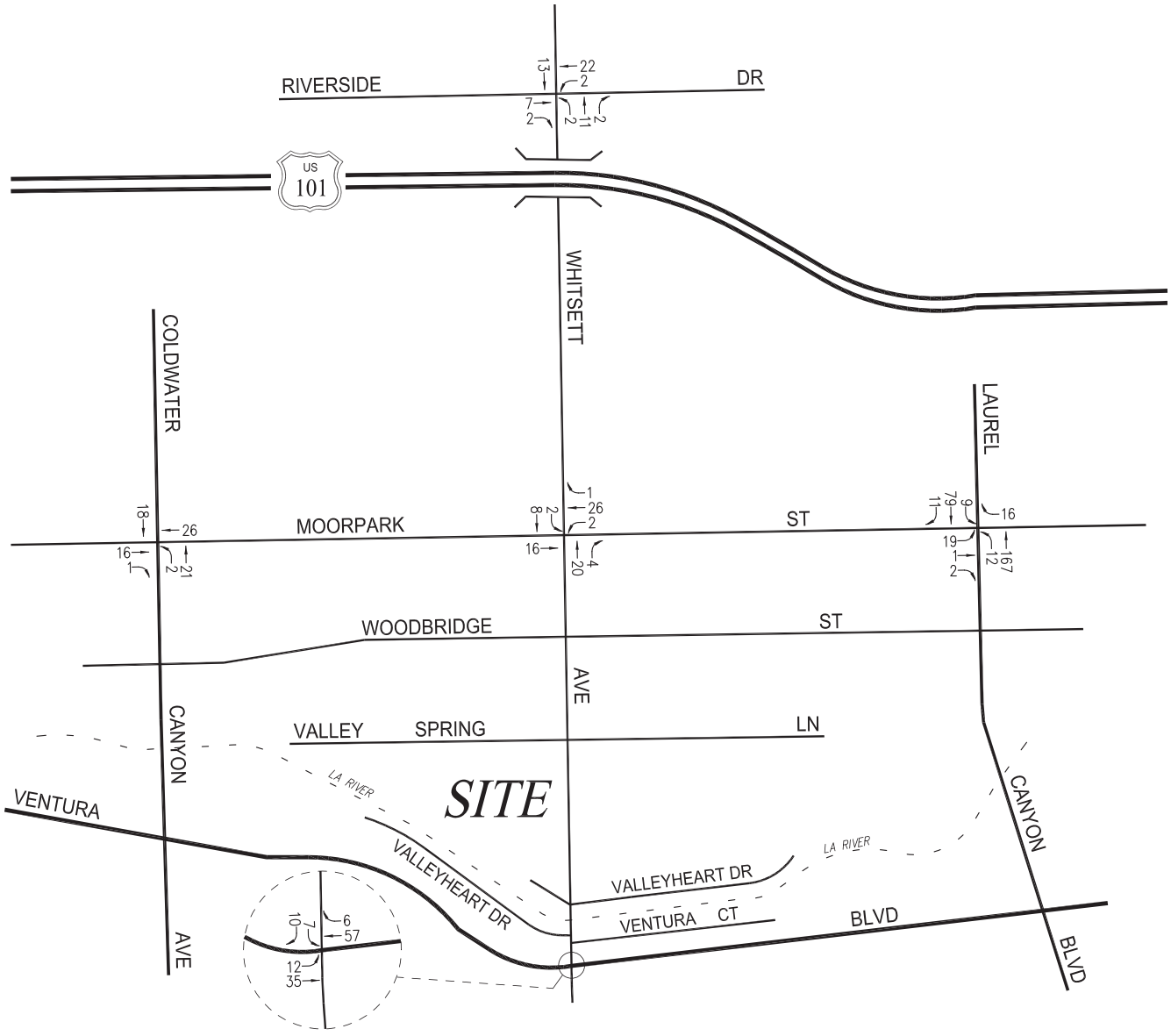


FIGURE IV.M-12
RELATED PROJECTS TRAFFIC VOLUMES FOR A.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

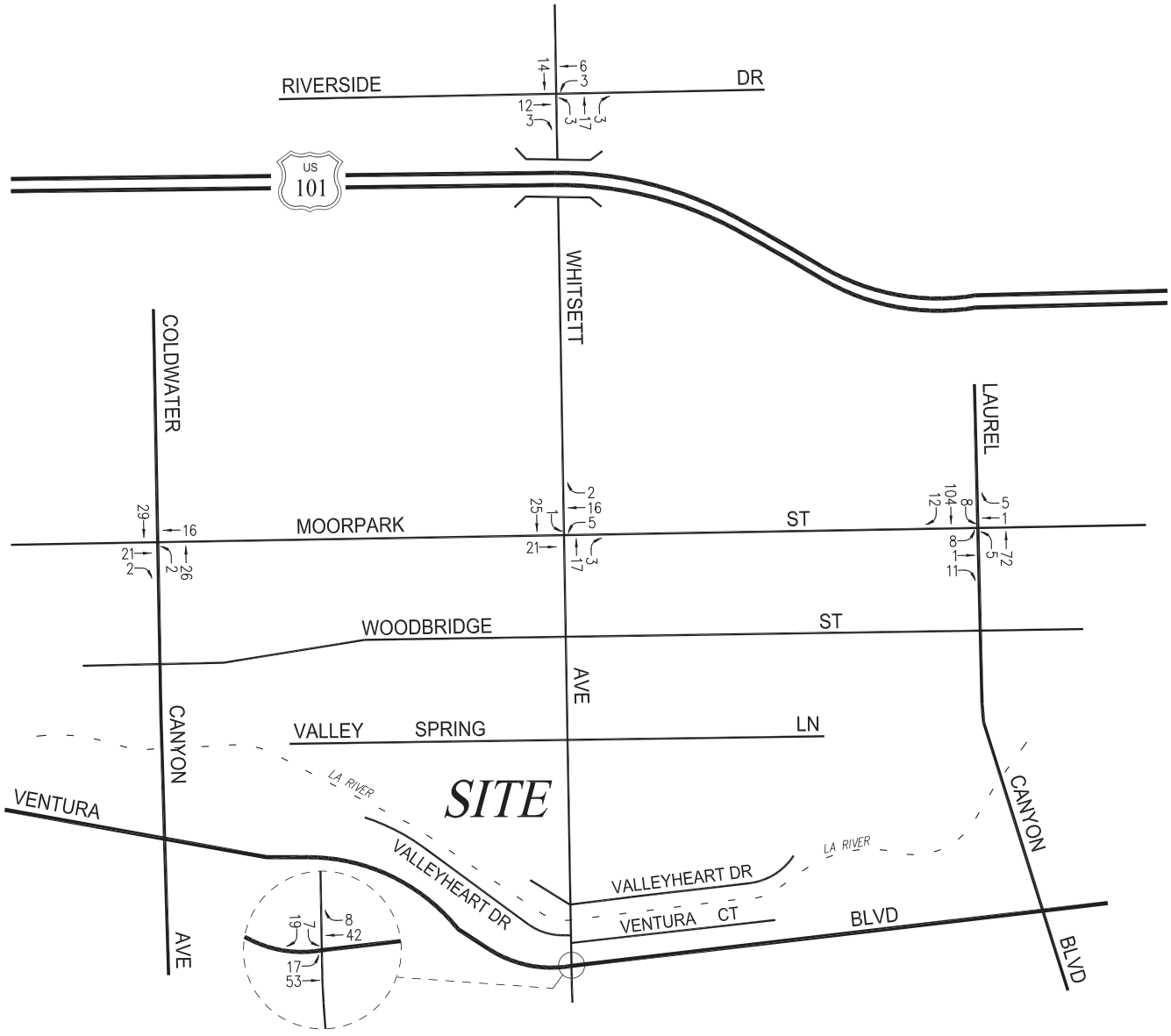


FIGURE IV.M-13
RELATED PROJECTS TRAFFIC VOLUMES FOR P.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

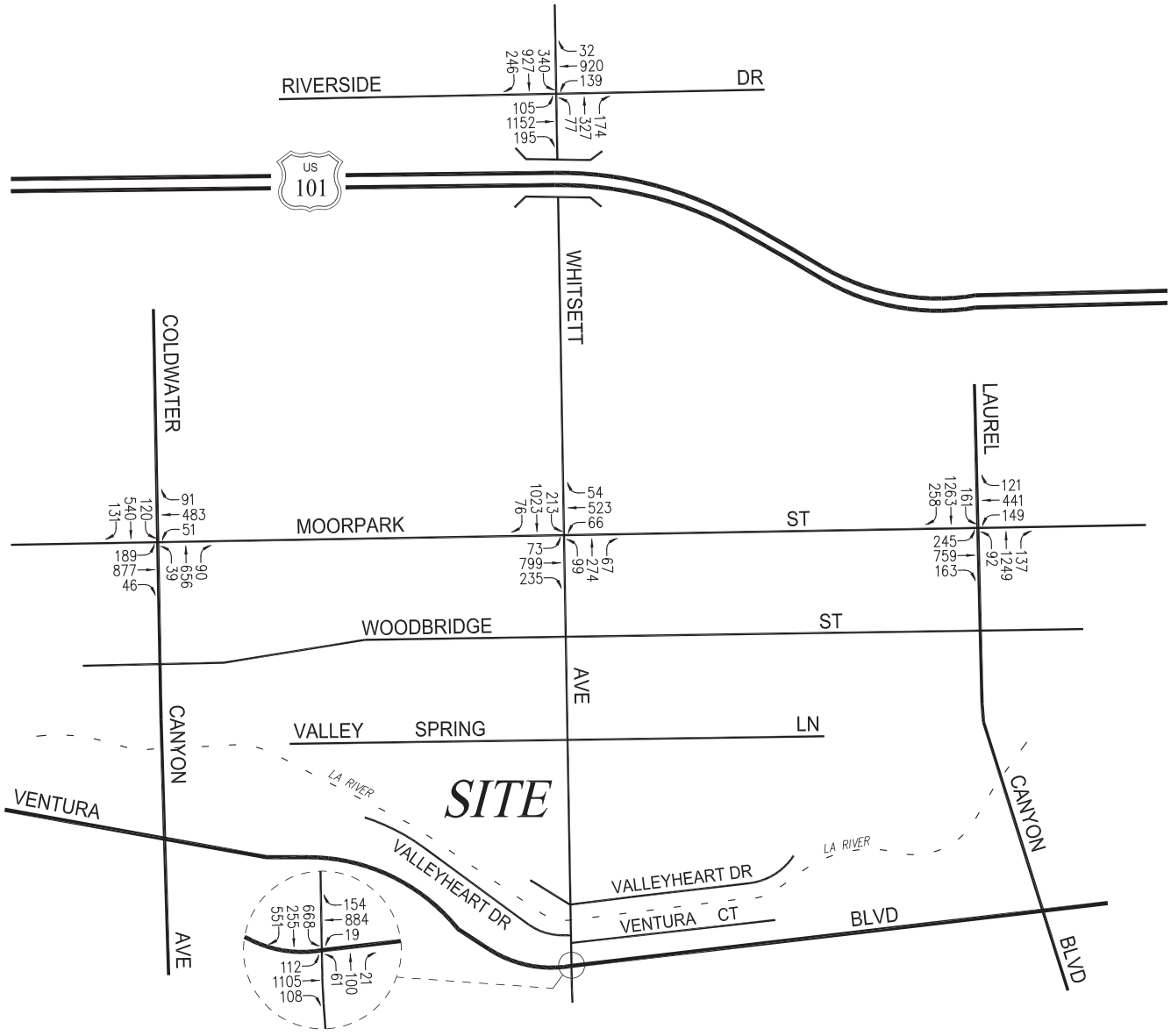


FIGURE IV.M-14
FUTURE CUMULATIVE PRE-PROJECT TRAFFIC VOLUMES
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS **IN THE A.M. PEAK HOUR**

NORTH

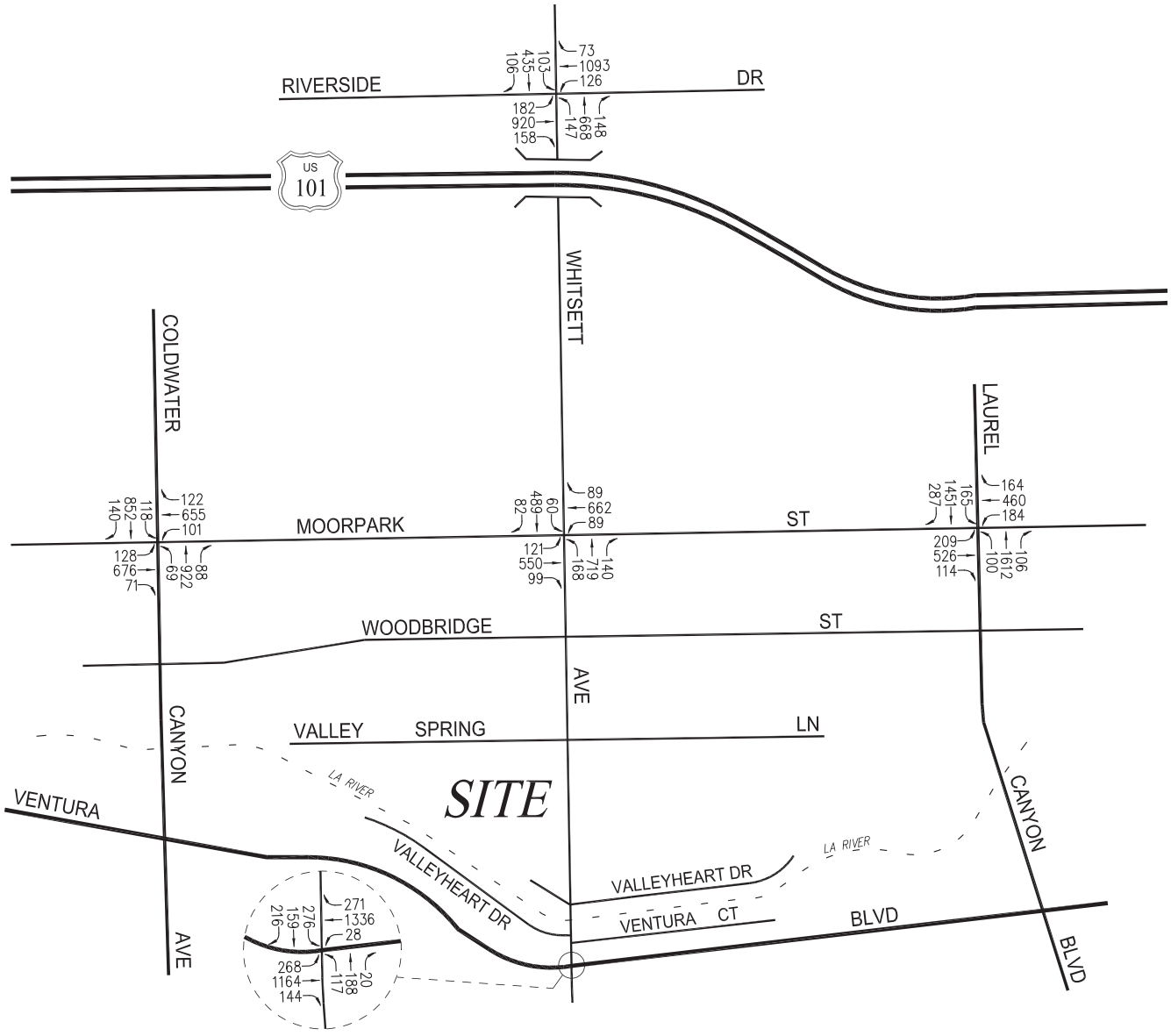


FIGURE IV.M-15
FUTURE CUMULATIVE PRE-PROJECT TRAFFIC VOLUMES IN THE P.M. PEAK HOUR
SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

Future Cumulative with Project Conditions

As shown in column [4] of *Table IV.M-5: Summary of Volume-To-Capacity Ratios and Levels of Service*, application of the City's traffic threshold criteria (see *Table IV.M-3: City of Los Angeles Intersection Impact Threshold Criteria*) to the Future Cumulative With Project scenario indicates that the proposed Project is not expected to create significant impacts at the five study intersections. Incremental, but not significant, impacts are noted at the study intersections and two of the five study intersections are expected to continue operating at LOS D or better during the weekday A.M. and P.M. peak hours with the addition of growth in ambient traffic, Related Project traffic, and Project traffic, as presented in *Table IV.M-5*.

The Future Cumulative with Project (existing, ambient growth, Related Projects, and Project) traffic volumes at the study intersections during the weekday A.M. and P.M. peak hours are illustrated in *Figure IV.M-16: Future Cumulative with Project Traffic Volumes in the A.M. Peak Hour* and *Figure IV.M-17: Future Cumulative with Project Traffic Volumes in the P.M. Peak Hour*, respectively.

Congestion Management Program Traffic Impact Assessment

This analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

The following CMP intersection monitoring locations in the Project vicinity have been identified:

CMP Station	*Intersection*
No. 74	Ventura Boulevard/Laurel Canyon Boulevard
No. 76	Ventura Boulevard/Sepulveda Boulevard
No. 78	Ventura Boulevard/Woodman Avenue

The CMP Traffic Impact Assessment (TIA) guidelines require that intersection monitoring locations be examined if the proposed project will add 50 or more trips during either the A.M. or P.M. weekday peak hours. The proposed Project will not add 50 or more trips during either the A.M. or P.M. weekday peak hours (i.e., of adjacent street traffic) at the three CMP monitoring intersections in the Project vicinity. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

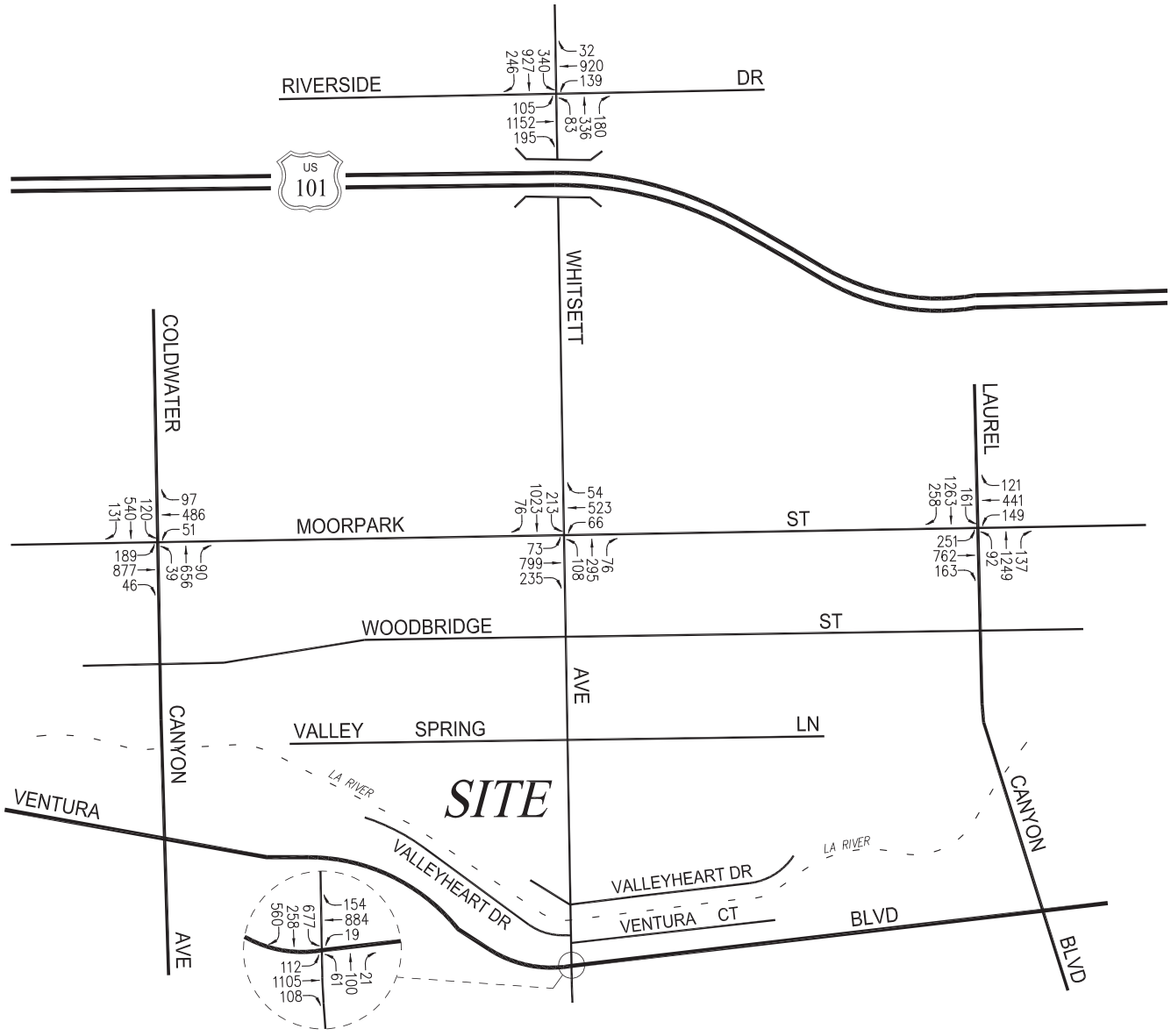


FIGURE IV.M-16
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES IN THE A.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

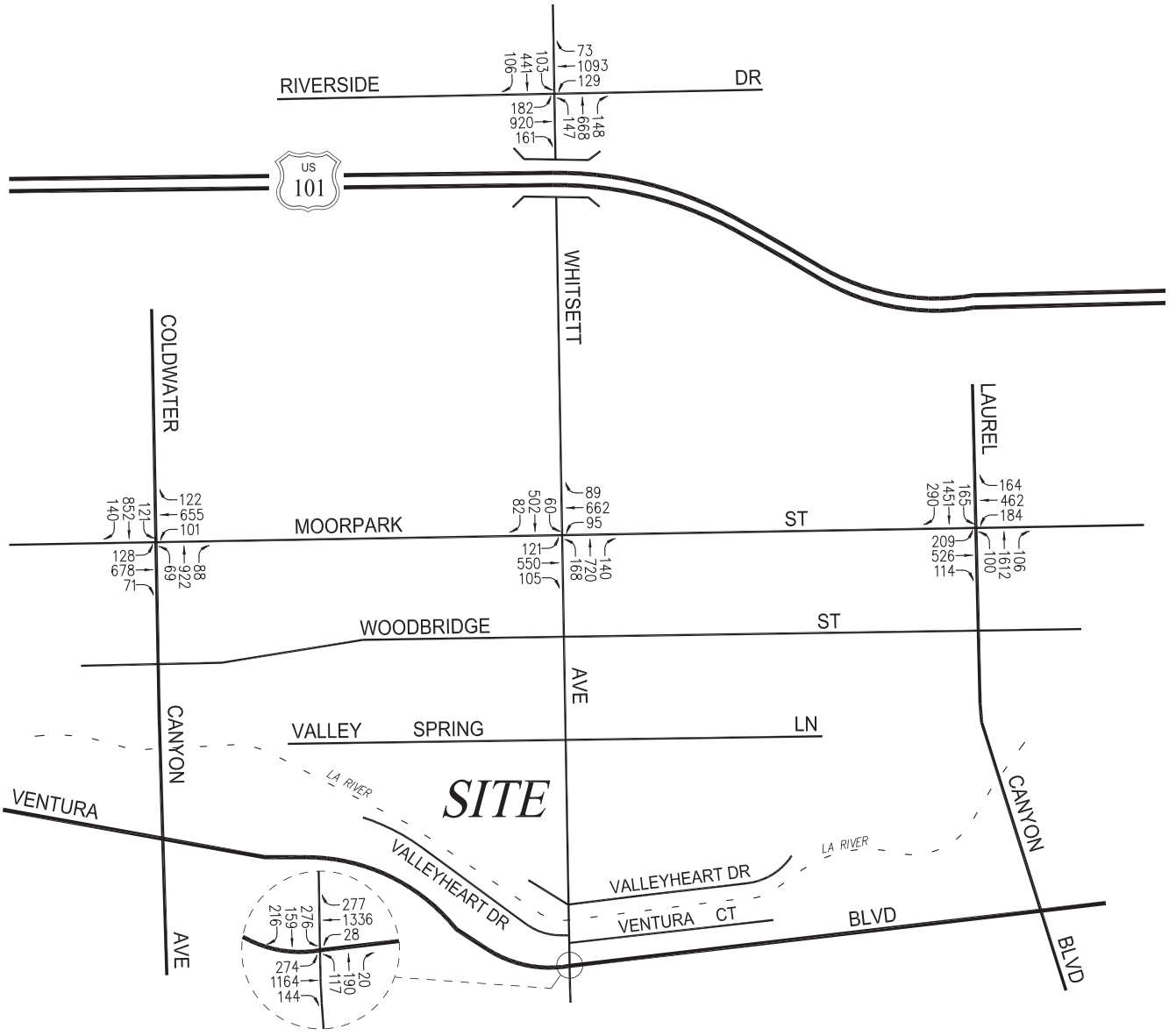


FIGURE IV.M-17
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES IN THE P.M. PEAK HOUR

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

The following CMP freeway monitoring locations have been identified in the Project vicinity:

- *CMP Station* *Location*

  No. 1038 101 Freeway at Coldwater Canyon Avenue
  No. 1057 170 Freeway south of Sherman Way

The CMP TIA guidelines require that freeway monitoring locations be examined if the proposed project will add 150 or more trips (in either direction) during either the A.M. or P.M. weekday peak hours. The proposed Project will not add 150 or more trips (in either direction) during either the A.M. or P.M. weekday peak hours to CMP freeway monitoring locations. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

Residential Street Segment Analysis (Cut-Through Traffic)

In order to address the issue of regional through traffic using local streets in neighborhoods adjacent to the Project Site, two local residential street segments located near the Project Site have been analyzed for potential significant impacts associated with the proposed Project. The significance of the potential impacts of the project-generated traffic at the study street segments were identified using criteria set forth in the LADOT's *Traffic Study Policies and Procedures*, August, 2011. According to the City's published traffic study guidelines, a transportation impact on a local residential street shall be deemed significant based on an increase in the project Average Daily Traffic (ADT) volume as shown in *Table IV.M-8: City of Los Angeles Local Residential Street Segment Impact Threshold Criteria*.

The following two study street segment locations (as shown on *Figure IV.M-18: Residential Street Segment Locations*) were identified for analysis by LADOT staff for inclusion in the neighborhood residential street segment analysis:

1. Valley Spring Lane between Babcock Avenue and Whitsett Avenue

2. Valley Spring Lane between Whitsett Avenue and Wilkinson Avenue

Automatic 24-hour machine traffic counts of the two study street segments were conducted by a traffic count subconsultant. Copies of the current 24-hour machine traffic counts for the study street segment locations are contained in *Appendix A* of *Appendix I: Traffic Impact Study* of this Draft EIR. Additionally, the existing ADT traffic volumes for the two study street segments were increased at an additional rate of two percent (2.0%) to reflect existing conditions.

The potential Project-related traffic impacts at the two neighborhood street segments were analyzed for the following conditions:

(a) Existing Conditions

(b) Condition (a) with completion and occupancy of the proposed Project (Existing with Project Conditions)

(c) Condition (a) plus 2.0 percent (2.0%) ambient traffic growth through year 2016 (Future Cumulative Pre-Project Conditions)

(d) Condition (c) with completion and occupancy of the proposed Project (Future with Project Conditions)

TABLE IV.M-8
CITY OF LOS ANGELES
LOCAL RESIDENTIAL STREET SEGMENT IMPACT THRESHOLD CRITERIA

PROJECTED AVERAGE DAILY TRAFFIC WITH PROJECT (FINAL ADT)	PROJECT-RELATED INCREASE IN ADT
0 to 999	120 or more trips
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

As noted above, the Future Cumulative Pre-Project Conditions were forecast using a 2.0 percent (2.0%) annual ambient growth factor to derive year 2016 conditions. Application of this ambient growth factor allows for a conservative forecast of future traffic volumes in that the analyzed street segments are situated within a well-established, built-out residential neighborhood, which for the most part does not offer direct cut-through opportunities. For purposes of estimating the potential contribution of Project-related traffic, it should be noted that one percent (1.0%) has been utilized as a default distribution percentage for the study street segments where no project-related traffic is expected or forecast in the traffic impact study. As nearly all project-related traffic is anticipated to travel along the key arterials providing direct access to the proposed Project Site, the use of this default factor is intended to account for potential trips associated with motorists unfamiliar with the area who inadvertently travel on a neighborhood street segment.

The forecast traffic conditions at the analyzed street segments for the Existing, Existing with Project, Future Cumulative Pre-Project, and Future with Project scenarios are summarized in *Table IV.M-9: Summary of Neighborhood Street Segment Analysis*. The year 2012 24-hour traffic count data were utilized to evaluate the Existing Conditions. As indicated in Column [6] of *Table IV.M-9*, for purposes of estimating Future Cumulative Pre-Project traffic volume, a two percent (2.0%) annual growth rate through the year 2016 was conservatively added to the existing ADT volume to account for traffic generated by the Related Projects, as well as increases in general ambient traffic.

As presented in Columns [4], [5] [8], and [9] of *Table IV.M-9*, the proposed Project daily trips will incrementally affect traffic volumes on the analyzed street segments for the Existing with Project and Future with Project Conditions, respectively. As shown in *Table IV.M-9*, application of LADOT's threshold criteria for local residential street segment analysis indicates that the Project is not anticipated to significantly impact either of the analyzed street segments.

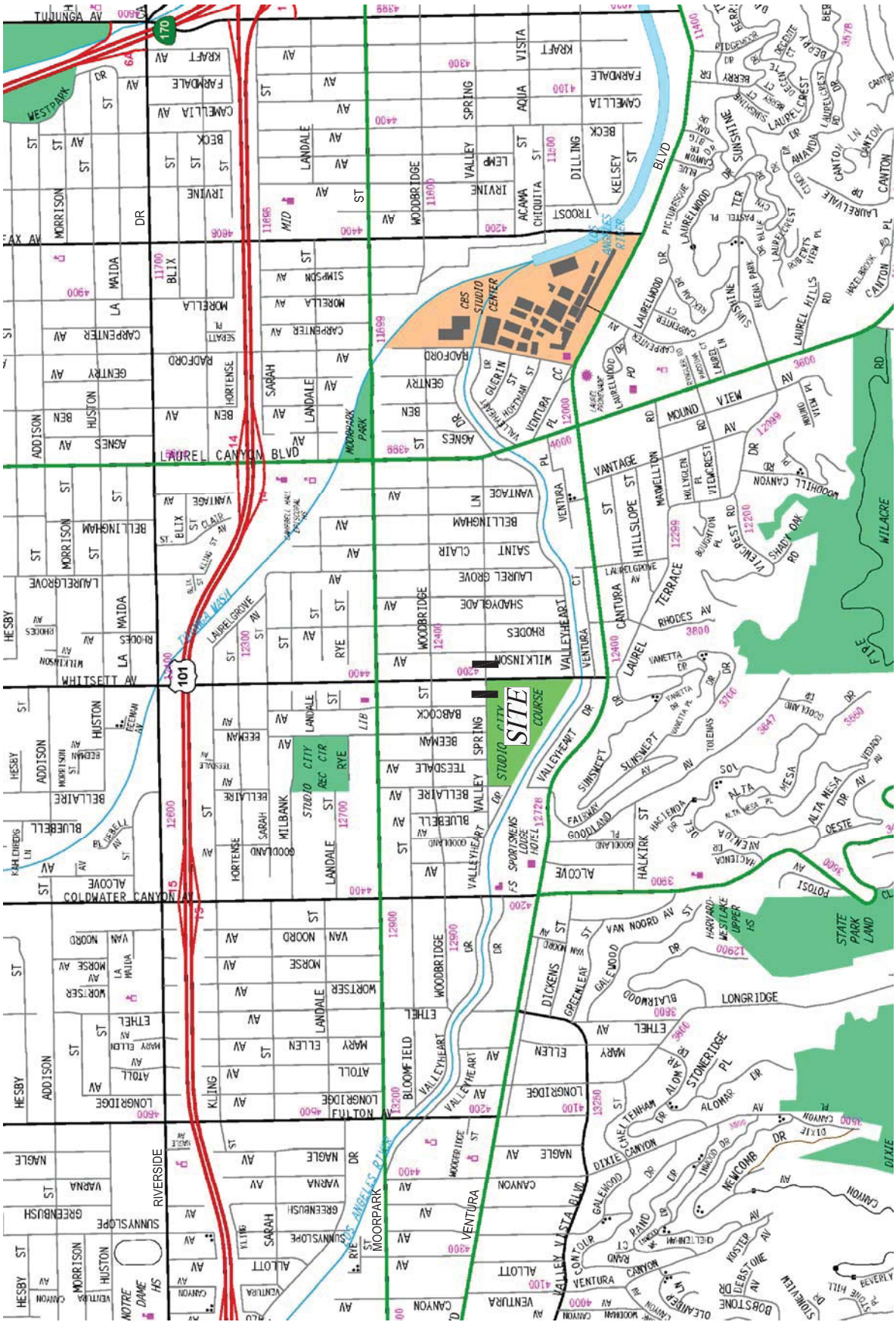


FIGURE IV.M-18
RESIDENTIAL STREET SEGMENT LOCATIONS

SOURCE: RAND MCNALLY & COMPANY
LINSCOTT, LAW & GREENSPAN, ENGINEERS

TABLE IV.M-9
SUMMARY OF NEIGHBORHOOD STREET SEGMENT ANALYSIS

#	STREET SEGMENT	[1] YEAR 2012 EXISTING 24-HOUR VOLUME[a]	[2] DAILY PROJECT BUILD-OUT TRIP ENDS[b]	[3] YEAR 2012 EXISTING WITH PROJECT[c] [(1)+(2)]	[4] % ADT INCREASE WITH PROJECT[d] [(2)/(3)]	[5] EXISTING WITH PROJECT SEGMENT IMPACT[e]	[6] YEAR 2016 FUTURE PRE-PROJECT VOLUME[f]	[7] YEAR 2016 FUTURE WITH PROJECT[g] [(2)+(6)]	[8] % ADT INCREASE WITH PROJECT[h] [(2)/(7)]	[9] FUTURE WITH PROJECT SEGMENT IMPACT[i]
1	Valley Spring Lane between Babcock Ave & Whitsett Ave	868	6	874	0.7%	NO	894	900	0.7%	NO
2	Valley Spring Lane between Whitsett Ave & Wilkinson Ave	1,073	6	1,079	0.6%	NO	1,105	1,111	0.5%	NO

[a] The existing average daily traffic (ADT) volumes were determined based on counts conducted by The Traffic Solution. Copies of the ADT count summary data worksheets are provided in *Appendix A* of *Appendix I*: *Traffic Impact Study* of this EIR. The year 2011 ADT volume data were adjusted by two percent (2.0%) to reflect existing conditions.
[b] Net project build-out daily trip ends include inbound and outbound trips based on the project trip generation forecasts in *Table IV.M-4: Project Traffic Generation*. Please note that one percent (1.0%) has been utilized as a default distribution percentage for the neighborhood study street segments where no Project-related traffic is expected or forecast in the traffic study. As all Project-related traffic is anticipated to travel along the key arterials providing direct access to the Project Site, the use of this default factor is intended to account for potential trips associated with motorists who unexpectedly or inadvertenly travel on a neighborhood street segment.
[c] Total of columns [1] and [2].
[d] Percent Project-related increased based on column [2] divided by column [3].
[e] According to LADOT's "Traffic Study Policies & Procedures," August 2011: "A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes." See *Table IV.M-8: City of Los Angeles Local Residential Street Segment Impact Threshold Criteria*.
[f] An ambient growth rate of two percent (2.0%) per year was assumed to derive the year 2016 future pre-project traffic volumes.
[g] Total of columns [2] and [6].
[h] Percent project-related increase based on column [2] divided by column [7].
[i] According to LADOT's "Traffic Study Policies & Procedures," August 2011: "A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes." See *Table IV.M-8: City of Los Angeles Local Residential Street Segment Impact Threshold Criteria*.

(b) Project Access

Vehicular Access

Project access refers mainly to vehicular access for the Project through surrounding streets, intersections and driveways. Vehicular access to the Project will be provided via the westerly extension of Valleyheart Drive, which will be constructed as part of the Project. Additionally, two driveways (one inbound and one outbound) will be provided on Whitsett Avenue to access the planned 22-space surface parking lot (modified version of the existing parking lot). A depiction of the access and driveway locations for the Project Site is shown in *Figure II-7: Site*

Access and Circulation in *Section II: Project Description* of this Draft EIR. A description of the proposed site access and circulation scheme is provided below.

Valleyheart Drive
Access to the Project will be provided from the proposed Valleyheart Drive roadway extension, which will extend westerly from Whitsett Avenue along the southern Project Site frontage. A portion of Valleyheart Drive is already constructed adjacent to the existing Los Angeles fire station site. The extension of Valleyheart Drive will form the west leg of the Whitsett Avenue/Valleyheart Drive intersection. The Valleyheart Drive extension will be constructed to City of Los Angeles roadway design standards.

Project Driveway No. 1: Subterranean Parking Access
This Project driveway will be located on the north side of Valleyheart Drive, along the southerly Project Site frontage, at the southeast corner of the Project Site. The Project driveway will be located approximately 230 feet west of Whitsett Avenue. This driveway will provide access to an internal ramp, which extends down to the subterranean parking garage situated beneath the senior housing buildings. The Project driveway will be constructed to City of Los Angeles design standards.

Project Driveway No. 2: Whitsett Avenue Inbound/Outbound Driveways
Additional Project access will be provided via inbound and outbound driveways to be provided along the west side of Whitsett Avenue, south of Valley Spring Lane. These driveways will provide access to and from the planned 22-space surface parking lot, which will serve the golf course, driving range, and clubhouse uses. The existing Whitsett Avenue inbound driveway is situated immediately south of Valley Spring Lane and will be retained. The Whitsett Avenue outbound driveway will be relocated approximately mid-way along the Project's Whitsett Avenue property frontage. The planned Project driveways on Whitsett Avenue will be constructed to City of Los Angeles design standards.

In addition to the above vehicular access points, fire lanes will be located along the northerly, westerly, and southwesterly boundaries of the SCSLC complex, as well as through the courtyard of the complex. In accordance with the City of Los Angeles Fire Department requirements, all through-fire lanes will be 20 feet in width and all fire lanes providing access to buildings will be 28 feet in width.

As indicated in *Table IV.M-5: Summary of Volume To Capacity Ratios and Levels of Service* and *Table IV.M-9: Summary of Neighborhood Street Segment Analysis*, application of the impact threshold criteria from the City of Los Angeles indicates that none of the five study intersections or two study street segments would be significantly impacted by the forecast Project traffic. As no significant impacts are expected due to development of the proposed Project, it can be reasonably assumed that vehicular access into the SCSLC Project, as well as the driveways and surrounding streets that are utilized for site access, will not be significantly impacted by congestion caused by the Project.

Furthermore, although the preceding traffic analysis accounts for the worst-case scenario in estimated traffic generation associated with the Project (see *Table IV.M-4: Project Traffic Generation*, which utilizes a worst-case traffic generation rate for "non-senior residential condos/townhouses"), it is less likely, as senior housing, that the occupants of the Project would

enter or exit the complex as frequently as would non-senior residents during peak hour times. Senior residents may also utilize public transportation to a greater extent than would non-senior condominium residents. Close proximity to commercial uses on Ventura Boulevard may also encourage the senior residents to walk to their destinations for commercial services. Further, as the existing 9-hole golf course, clubhouse, and driving range (to be reduced from 24 tees to 21 tees as part of the Project), are remaining largely intact, it can be reasonably assumed that a minimal amount of additional traffic would be generated from those uses after Project development. As such, the impact of Project traffic to the site or on surrounding streets would be less-than-significant.

Pedestrian Access and Environment[5]

Review of Existing Pedestrian Conditions

Existing pedestrian amenities in the Project area are provided along Whitsett Avenue adjacent to the Project Site. Specifically, the following pedestrian amenities are provided near the Project Site:

- Standard marked pedestrian crosswalks exist at all four approaches to the Whitsett Avenue/Ventura Boulevard intersection (i.e., 15 feet in width and painted white).
- Pedestrian movement push buttons are provided for walk movement across Ventura Boulevard at the Whitsett Avenue/Ventura Boulevard intersection.
- Americans With Disabilities Act (ADA) ramps are provided at four corners of the Whitsett Avenue/Ventura Boulevard intersection.
- Sidewalks and combination sidewalks/parkways are provided along the Project Site frontages as listed below:
    - Whitsett Avenue – combination 10.5-foot sidewalk/parkway (5 feet/5.5 feet) on the west side; combination 15-foot sidewalk/parkway (4.5 feet/10.5 feet) on the east side.
    - Valleyheart Drive – combination 10.5-foot sidewalk/parkway (5 feet/5.5 feet) on the north side west of Whitsett Avenue.
    - Ventura Boulevard – 15-foot sidewalk on both sides.

The widths of the sidewalks and crosswalks, as well as the location of bus stops and shelters, traffic signal pedestrian push buttons, etc. are shown in *Figure IV.M-19: Existing Pedestrian Conditions*. Photographs of the sidewalks/parkways along Whitsett Avenue adjacent to the

[5] All pedestrian activity analysis and data was provided by Linscott, Law & Greenspan Engineers, *Traffic Impact Study Senior Living Center Project*, 2 February 2012 and *Pedestrian Safety Study – 4141 Whitsett Avenue, City of Los Angeles*, memo to City of Los Angeles Department of Transportation, Valley Development Review, 31 May 2012, provided in *Appendix G: Pedestrian Study* of this Draft EIR.

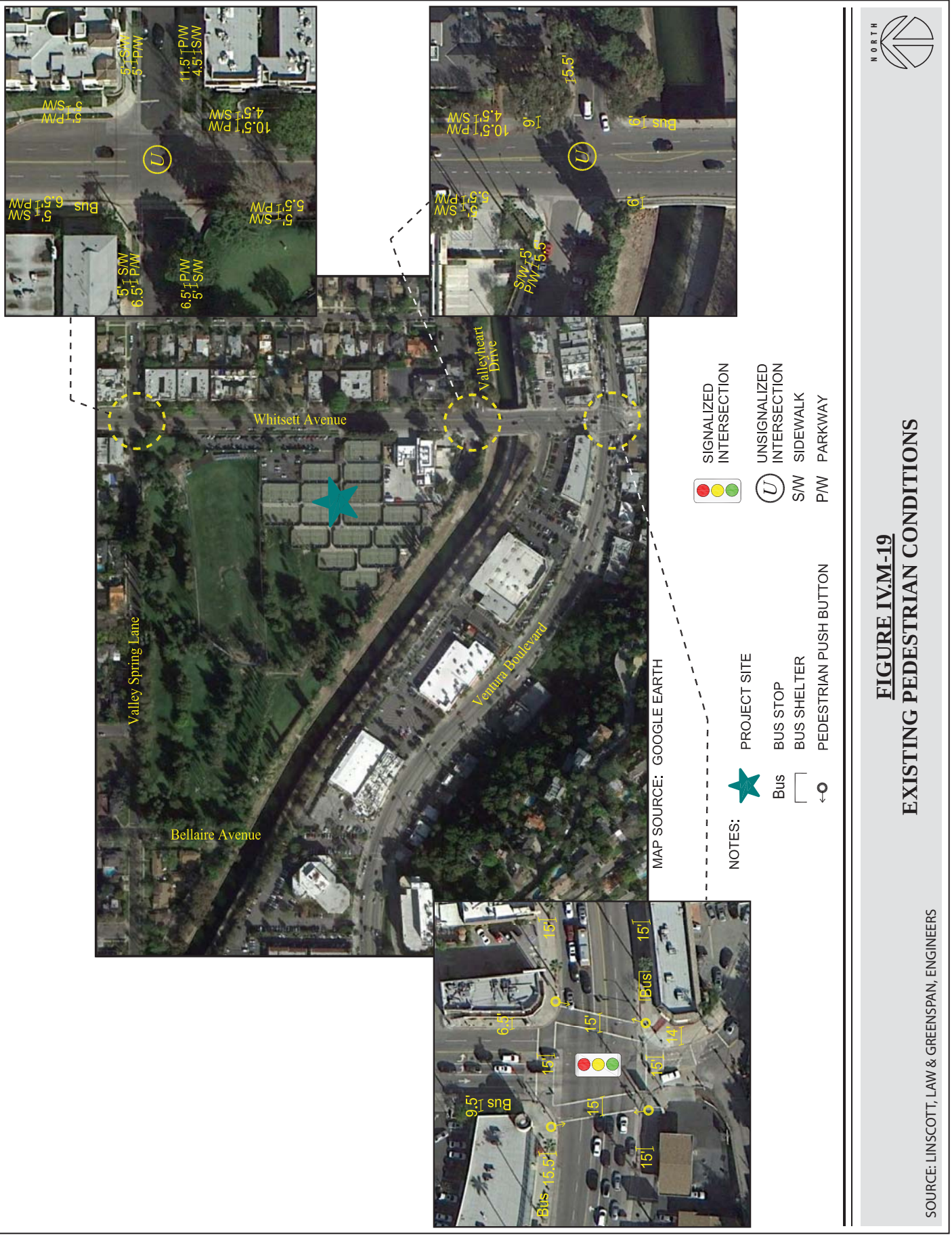


FIGURE IV.M-19
EXISTING PEDESTRIAN CONDITIONS

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

proposed Project are displayed in *Figure IV.M-20: Photographs of Adjacent Sidewalks of Whitsett Avenue*.

Existing Peak Period Pedestrian Traffic Volumes

Pedestrian traffic counts were conducted in conjunction with the weekday A.M. and P.M. peak period vehicle traffic counts conducted at the study intersections as analyzed in the traffic impact study (included as *Appendix E* to *Appendix I* of this Draft EIR). Specifically, the pedestrian traffic counts were conducted during the weekday A.M. peak period (7:00 A.M. to 10:00 A.M.) and P.M. peak period (3:00 P.M. to 6:00 P.M.) in November 2011. The existing weekday A.M. and P.M. peak hour pedestrian traffic volumes crossing each leg of the study location near the Project Site are presented in *Figure IV.M-21: Existing Peak Hour Pedestrian Volumes*.

As presented in *Figure IV.M-21*, a moderate level of pedestrian activity currently occurs at the Whitsett Avenue/Valley Spring Lane and Whitsett Avenue/Valleyheart Drive intersections along the easterly Project Site frontages. The total A.M. and P.M. peak hour pedestrian volumes observed at the three Project Site adjacent intersections along Whitsett Avenue are as follows:

- Whitsett Avenue/Valley Spring Lane: A.M. Peak Hour – 18 pedestrians; P.M. Peak Hour – 26 pedestrians.

- Whitsett Avenue/Valleyheart Drive: A.M. Peak Hour – 47 pedestrians; P.M. Peak Hour – 45 pedestrians.

- Whitsett Avenue/Ventura Boulevard: A.M. Peak Hour – 67 pedestrians; P.M. Peak Hour – 90 pedestrians.

The moderate level of pedestrian activity along the west side of Whitsett Avenue adjacent to the proposed SCSLC (i.e., on average one pedestrian every two to three minutes during the peak pcommute periods) indicates that future pedestrians related to the Project will "blend in" and enhance overall pedestrian safety based on the "safety in numbers" phenomenon documented in prior pedestrian safety studies.[6]

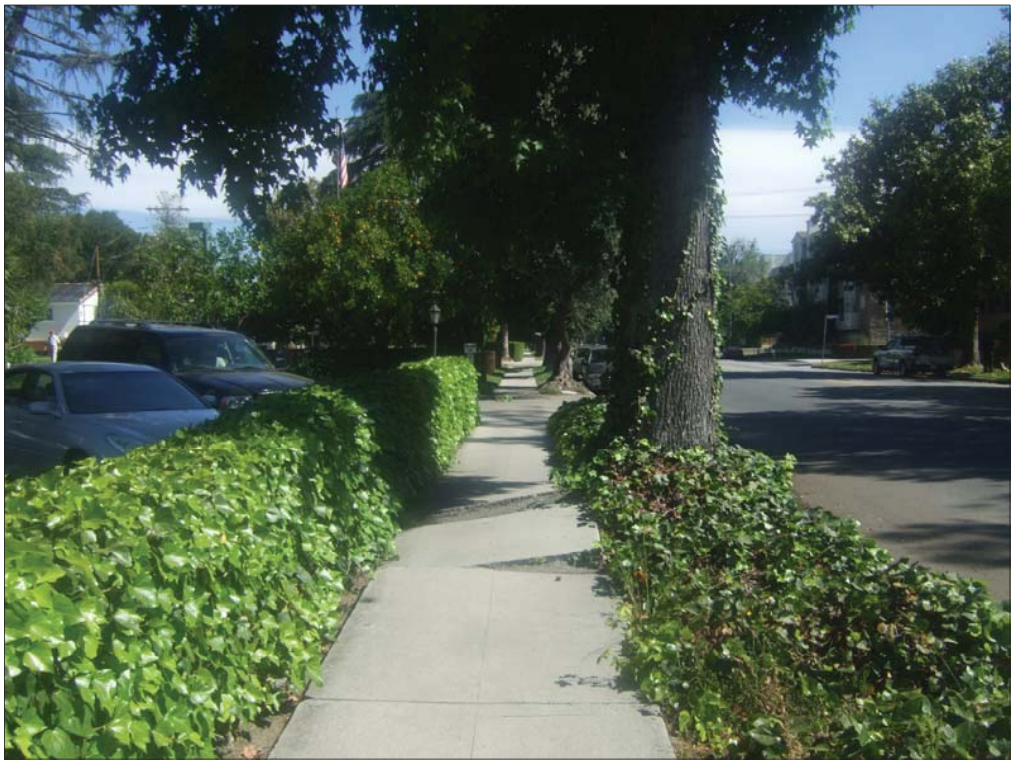
Project Pedestrian Amenities

The proposed Project Site has been designed to encourage pedestrian activity and walking as a transportation mode[7]. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible, and pleasant mode of transport.[8] There are five basic requirements that are widely accepted as key aspects of the walkability of urban areas that should

[6] Peter L. Jacobsen, "Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling," Injury Prevention, September 1, 2003.

[7] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 82 (Very Walkable – most errands can be accomplished on foot) out of 100 for the Project Site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

[8] Chapter 4 of the *Pedestrian Network Planning and Facilities Design Guide*, Government of New Zealand, from the www.ltsa.govt.nz website.



West side of Whitsett Ave. Adjacent to Site - Looking North

West side of Whitsett Ave. Adjacent to Site - Looking South

FIGURE IV.M-20
PHOTOGRAPHS OF ADJACENTSIDEWALKS OF WHITSETT AVENUE

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

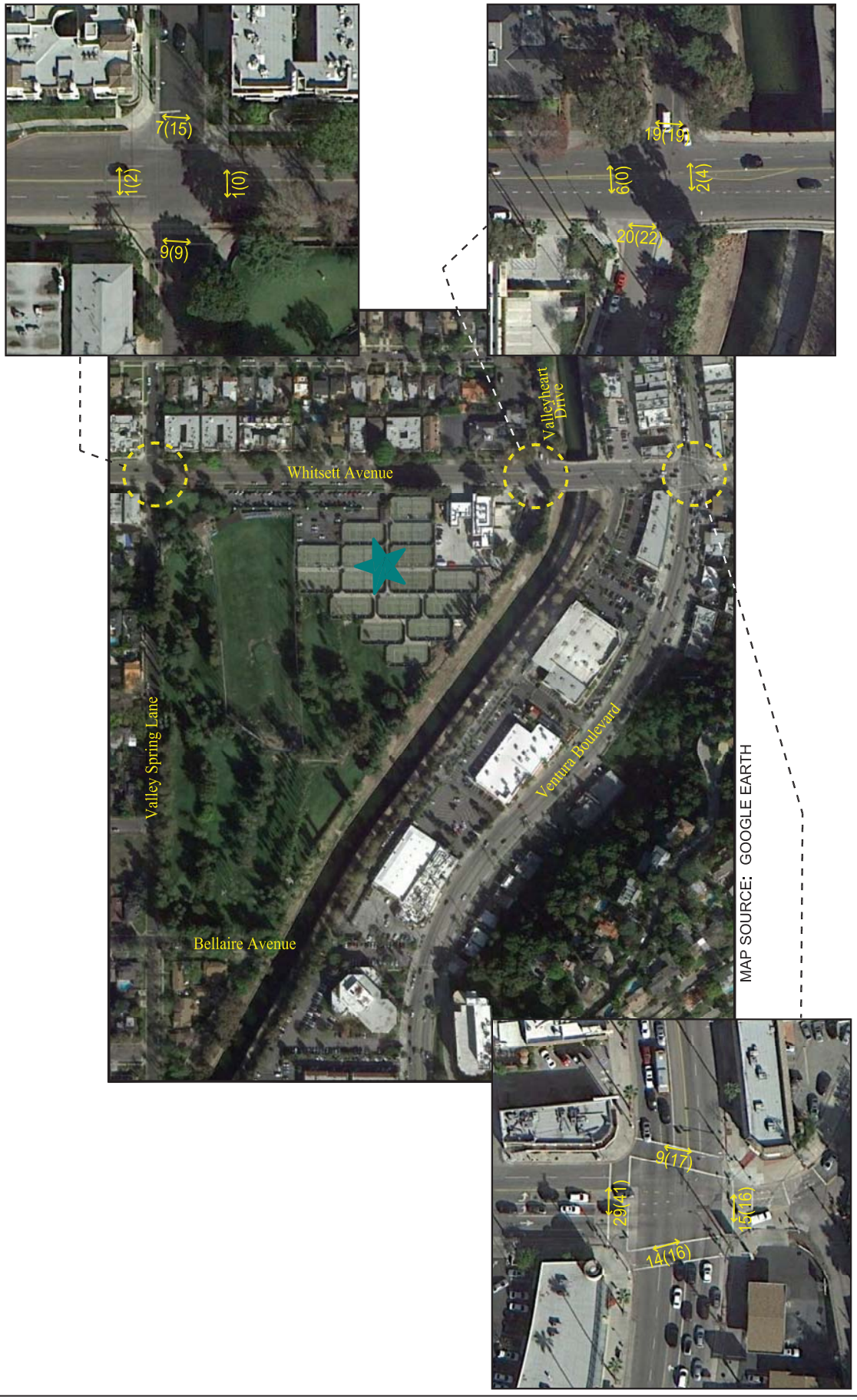


FIGURE IV.M-21
EXISTING PEAK HOUR PEDESTRIAN VOLUMES

SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. A review of the Project site plan and pedestrian walkway network indicates that the Project accommodates the five primary characteristics of walkability as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.

- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.

- Conspicuous: Suitable levels of lighting, visibility, and surveillance over its entire length, with high quality delineation and signage.

- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

Additionally, the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan includes Urban Design guidelines that address the overall community design of the Project area. The design policies establish a minimum level of design required in private projects and recommendations for public space improvements. With regards to the pedestrian environment in multi-family residential areas, the Urban Design guidelines promote architectural design that enhances quality-of-life, living conditions and neighborhood pride of the residents. The proposed Project is anticipated to be consistent with the following policies that cater to fostering a pedestrian environment, as suggested in the Urban Design guidelines:

- Provide a pedestrian entrance at the front of each project.

- Require useable open space for outdoor activities, especially for children.

- Require the use of articulations, recesses, surface perforations and porticoes to break up long, flat building facades.

- Consider the siting of open space to maximize pedestrian accessibility and circulation.

- Location adjacent to pedestrian routes and other open spaces.

- Appropriate plant and hardscape materials.

The Project Site is adjacent to and accessible from nearby commercial uses (e.g., retail stores, restaurants, etc.) and other amenities along the Ventura Boulevard corridor, as well as adjacent public bus transit stops. The pedestrian walkways within the site and the adjacent sidewalks will be appropriately landscaped and designed to provide a friendly walking environment. Additionally, the walkways will be well lit and will include appropriate wayfinding signage.

The interior of the Project is planned to provide a combination of landscape and hardscape that facilitates internal accessibility as well as connectivity to a broad range of uses beyond its boundaries. The Project will include pedestrian gates on all sides, which will allow residents to access the golf course and driving range, the sidewalk along the Los Angeles River, and the sidewalk along Whitsett Avenue. Parking for golfers, both below and above-grade, will connect to the golf course and driving range by way of a walkway along the westerly side of the surface parking spaces. Once outside the Project, residents will be able walk to a myriad of nearby destinations, including grocery stores, restaurants, coffee houses, bars, retail shops, movie theaters, schools, parks, libraries, and fitness establishments.

Due to the Project's consistency with the principles of walkability and the design guidelines in the Community Plan, the Project can be considered a pedestrian-friendly development, and thus will not have any detrimental significant impacts on pedestrian access to the site and pedestrian orientation of the existing surrounding streets.

Although the Project will not have significant adverse impacts on the surrounding pedestrian environment, certain measures should be designed and implemented, in concurrence with and approval by, the City of Los Angeles Department of Public Works, which may further improve pedestrian connections and enhance walkability near the Project Site (with the focus being on the separation of pedestrians from vehicles and measures that increase the visibility of pedestrians). These measures are listed as Mitigation Measures below. Should the Department of Public Works disagree with any of the measures, those measures shall not be implemented.

It should be noted that, although not yet approved by the City of Los Angeles, the Project could be required to comply with the Los Angeles River Design Guidelines of the proposed River Improvement Overlay (RIO) District. The Los Angeles River Design Guidelines purport two objectives that relate to pedestrian access and orientation for individual projects, including Objective 1 to consider the river context, visibility and access in the building and site design of private projects, and Objective 3 to maximize access to, and awareness of, the Los Angeles River and its relationship to the community. Many of the recommendations in the objectives promote pedestrian access and connectivity to the Los Angeles River, development of adjacent river pathways and greenspace adjacent to the river, opportunities for views to and from the river, and creation of visually interesting spaces along the river through lighting, artwork, landscape and furniture.

The majority of the Project Site frontage on Lot 1 along the Los Angeles River will be retained as a golf course use with existing greenspace and foliage. As such, the Project and Project Site will continue to be consistent with many of the recommendations in the RIO guidelines that promote the creation of green open spaces along the river. The SCSLC on Lot 2 will occupy a smaller portion of the river frontage. The elements of the Project which do abut the river will be oriented to the river through landscaping and hardscaping, sidewalks that are created through the extension of Valleyheart Drive, building and courtyard access from Valleyheart Drive, and a public children's playground. Currently, a publicly restricted (including gate and sign) river pathway along the Project Site's river frontage exists with access from Valleyheart Drive. Per approval from the City of Los Angeles, this river pathway could be opened to the public, thus providing convenient and direct access from the Project to the Los Angeles River. Due to the retention of the golf course on the Project Site and the pedestrian orientation of the proposed Project design and site planning, the Project is anticipated to be compliant with the RIO District

guidelines, thus resulting in a less-than-significant impact to pedestrian access and connectivity with relation to the Los Angeles River.

Bicycle Access and Environment

Bicycle access to the Project Site is facilitated by the City of Los Angeles bicycle roadway network.[9] Additionally, in compliance with the City of Los Angeles Bicycle Parking Ordinance, it is anticipated that the Project would provide facilities to provide one long-term bike parking space per dwelling unit (equaling 200 long-term spaces) and one short-term bike parking space per every 10 dwelling units (equaling 20 short-term spaces). Outside of the Project Site, a total of three existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) in the City's bicycle network are located within the vicinity of the Project Site. The following bicycle facilities are located in the vicinity of the SCSLC Project Site:

- North-South Route(s)
  - Colfax Avenue: Class II Bicycle Lane
- East-West Route(s)
  - Riverside Drive: Class II Bicycle Lane
  - Chandler Boulevard: Class II Bicycle Lane

The federal and State transportation system recognizes three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

None of the identified bicycle paths/routes are adjacent to the Project Site. As such, neither construction nor operation of the proposed Project will have any significant impact on the three bicycle routes in the Project vicinity. With regards to bicycle access into the SCSLC Project, the entrances into the complex that are utilized by pedestrians, can also be utilized by bicyclists. Bicycle access to the existing pathway along the north side of the Los Angeles River, adjacent to the Project Site, can be utilized as a Class I Bicycle Path, if the pathway is opened for public use by the City. The Project will not hinder nor prevent the river pathway from being used for bicycle access if desired by the City.

(c) Parking

This section summarizes a review of the Project's parking requirements according to the City of Los Angeles Municipal Code requirements in comparison to the planned Project parking supply. In accordance with City of Los Angeles Planning Department Deputy Advisory Agency

[9] Source: City of Los Angeles Bicycle Plan, Chapter 9 of the Transportation Element of the General Plan (Adopted March 1, 2011); http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/TOC_BicyclePlan.htm.

residential parking requirements, a total of 500 parking spaces will be required for the Studio City Senior Living Center on proposed Lot 2 of the Project Site. The City of Los Angeles Planning Department requirements for condominium and condominium conversion dwelling units is set forth in the Residential Parking Policy for Division of Land No. AA 2000-1. The Residential Parking Policy sets forth the following parking requirements as applied to the proposed Project:

- For projects with six units or more:

    1. 2.0 spaces per dwelling unit

    2. 0.25 guest space per dwelling unit in non-parking congested areas[10]

       0.50 guest space per dwelling unit in congested areas

    3. For side-by-side parking in private garages with direct entries into the units, 0.25 guest space per unit will be permitted in parking congested areas.

For the purposes of analyzing the worst-case scenario of the Project, the parking requirements for the condominium units do not utilize any senior housing rates or discounts. Based on these parking requirements, the required parking is 500 spaces for the proposed Project based on the following calculation:

- 200 Dwelling Units × 2.50 = 500 required spaces

The future parking requirements for the existing golf course, driving range, and clubhouse uses will be determined as part of the approval for a Conditional Use Permit, which is being requested by the applicant to allow continued operation of those uses on the Project Site. Currently, the Project Site operates with 92 existing surface parking spaces that serve the existing golf course, driving range, golf clubhouse, and tennis courts and related facilities; however, the City of Los Angeles may modify the amount of required parking for the recreational uses to remain on the Project Site after development of the Project, dependent upon the findings made during the Conditional Use Permit process. Strictly speaking, per the LAMC, parking for the recreational uses on proposed Lot 1 of the Project Site would use the floor area (as defined in LAMC Section 12.03) on Lot 1 as the basis for the parking requirement. The only floor area on Lot 1 would be the 4,342 square foot golf clubhouse on the northeast portion of the Project Site. As such, at a ratio (for commercial buildings) of 1 space per 500 square feet of floor area, the required parking for the uses on Lot 1 would be nine parking spaces. However, as part of the Conditional Use process, it is anticipated that more parking spaces will be required at the discretion of the City Planning Department.

As planned, a total of 70 of the 92 existing surface parking spaces on the Project Site will be eliminated to accommodate development of the Project. The Project will retain 22 of the existing surface spaces to continue to be used for the golf course, driving range, and clubhouse. In sum, a

[10] "Determinations on required parking by the Advisory Agency are not intended to supersede more restrictive requirements contained in other adopted City ordinances such as adopted specific plans and "Q" conditions. Further, additional guest parking will be considered in special areas of the City which are either subject to unusual public access demands (such as the beach areas) or areas where on-street parking is highly restricted (Major Highways, such as Barham Boulevard)."

total of 635 parking spaces will be provided at the Project Site, including 613 new spaces in the subterranean parking garage and the aforementioned 22 existing spaces in the surface parking lot to be located adjacent to the driving range (the existing spaces may be modified to accommodate the Project). As required, of the 635 parking spaces, a total of 500 spaces will be allocated for residents and guests of the proposed Project and a total of 135 spaces will be allocated for employee parking and parking for patrons of the golf course, driving range, and clubhouse.

Parking level P1 of the subterranean structure will contain 370 spaces for the exclusive use by residents of the SCSLC and their guests. Residents and their guests will also have access to 130 of the 243 spaces on parking level P2. The remaining 113 spaces on parking level P2 plus the existing 22 surface parking spaces will provide the 135 parking spaces to be designated and reserved for the golf course, driving range, and clubhouse patrons, as well as employees of all uses on the Project Site. It should be noted that in compliance with RIO guidelines, approximately two percent of the residential (i.e., excluding the overflow golf parking) parking spaces in the parking structure would be allocated for use by a third party shared car (or equivalent) program.

As part of the parking supply, the Project must also provide a minimum of 13 handicap (ADA compliant) accessible spaces. This complies with the Americans With Disabilities Act requirement of a minimum of two percent (2.0%) of the onsite parking supply as handicap spaces for parking facilities with 501 to 1,000 spaces, with one in every eight handicap spaces being van accessible. Provisions for these handicap spaces will be ensured by the Department of Building and Safety during the building permit process for the Project.

With the provision of Code- and regulation-required parking for the Project for all uses on the Project Site, all impacts related to parking will be less-than-significant.

(d) Transit System

As required by the *2010 Congestion Management Program for Los Angeles County*, the potential impacts of the Project on transit service have been reviewed and are discussed below. As discussed in Subsection 2.a(5) herein, existing transit service is provided in the vicinity of the proposed SCSLC Project.

The Project trip generation for the senior housing land use component, as shown in *Table IV.M-4: Project Traffic Generation,* was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed Project is forecast to generate demand for four transit trips during the A.M. peak hour and five transit trips during the P.M. peak hour. Over a 24-hour period, the Project is forecast to generate demand for 57 daily transit trips. The transit trip calculations are as follows:

- A.M. Peak Hour = 88 × 1.4 × 0.035 = 4 Transit Trips
- P.M. Peak Hour = 104 × 1.4 × 0.035 = 5 Transit Trips
- Daily Trips = 1,162 × 1.4 × 0.035 = 57 Transit Trips

As shown in *Table IV.M-2: Existing Public Transit Routes,* seven bus transit lines and routes are provided adjacent, or in close proximity, to the Project Site. As outlined in *Table IV.M-2*, under the "No. of Buses/Trains During Peak Hour" column, these seven transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) generally 46 buses during the A.M. peak hour and roughly 42 buses during the P.M. peak hour. Therefore, based on the above calculated A.M. and P.M. peak hour trips, this would correspond to less than one additional transit rider per bus. It is anticipated that the existing transit service in the project area will adequately accommodate the increase of Project-generated transit trips. Thus, given the low number of Project-generated transit trips per bus, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed Project.

(3) Consistency with Adopted Plans and Policies

As previously discussed, the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan is the primary guiding document for development in the Project area. The proposed residential Project will be consistent with a number of objectives and policies relating to transportation set forth in the Community Plan, including:

- Policy No. 13-2.2: Driveway access points onto major and secondary highways, arterial, and collector streets should be limited in number and be located to insure the smooth and safe flow of vehicles and bicycles.

- Objective 14-2: To promote pedestrian oriented areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.

- Objective 15-1: To provide parking in appropriate locations in accord with Citywide standards and community needs.

- Policy 15-1.1: Consolidate parking where appropriate, to minimize the number of ingress and egress points on Major and Secondary Highways.

- Policy 15-1.3: New parking lots and new parking garages shall be developed in accordance with design standards.

A determination and discussion of consistency with the objectives and policies of the Community Plan is provided below.

Policy No. 13-2.2, Objective No. 13-2 of Goal No. 13. The Community Plan purports a goal to "[h]ave a system of highways, freeways, and streets that provides a circulation system which supports existing, approved and planned land uses…." One of the ways to achieve this goal, according to the Community Plan, is to limit the number of project access points onto major and secondary highways, arterial, and collector streets.

Most of the streets adjacent to the Project Site are local streets; however, Whitsett Avenue is a secondary highway. The Project will not add any additional driveway access points onto Whitsett Avenue. Currently, one inbound and one outbound driveway exist on Whitsett Avenue providing

access to the existing 92-space surface parking lot which serves the golf course, driving range, and tennis court uses on the Project Site. The surface parking lot will be reduced to 22 spaces to accommodate the Project, and although the Project will require relocation of the outbound driveway slightly to the north of the existing location, the number of access points on Whitsett Avenue will remain the same as current conditions. The main vehicular access point for the SCSLC will be the ingress/egress driveway and ramp into the subterranean parking garage off of Valleyheart Drive, which is a local dead-end street. As such, the Project Site's ingress and egress access points will not change along Whitsett Avenue and thus will not impede the current flow of vehicles and bicycles on Whitsett Avenue. Therefore, the Project is consistent with Policy No. 13-2.2 of the Community Plan.

Objective No. 14-2 of Goal No. 14. The Community Plan specifies objectives to promote pedestrian oriented areas and routes, while providing access to public transit. As discussed earlier, the Project accommodates the five key characteristics that define walkability. The Project is also consistent with several recommendations pertaining to pedestrian orientation in the Urban Design guidelines of the Community Plan. With regard to pedestrian friendliness and orientation, most notably, the Project provides a landscaped courtyard and open space for residents and guests to utilize, convenient access to the Los Angeles River and surrounding sidewalks, and location within walkable distance to the Ventura Boulevard commercial corridor. Several bus and bicycle routes also exist in the vicinity, thus providing convenient access to public transit and bicycle access to residents and visitors of the SCSLC, as well as patrons of the golf course, driving range, and clubhouse, which will be retained as part of the Project. The Project will not impede pedestrian or bicycle access to, from, or around the Project Site, and will not disrupt any public transit routes in the vicinity. Therefore, the Project will be consistent with Objective No. 14-2 of the Community Plan.

Objective No. 15-1 of Goal No. 15. The Community Plan specifies the need to have "[a] sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the Plan area", including the provision of parking in appropriate locations in accord with Citywide standards and community needs. All of the parking for the SCSLC will be contained within a subterranean parking garage underneath the facility. A total of 613 parking spaces will be located in the parking garage, which will satisfy all City code-parking requirements for the 200 dwelling-unit Project. The parking garage will also provide 113 parking spaces for patrons and employees of the golf course, driving range, and clubhouse uses. This parking garage will be accessed from Valleyheart Drive and will provide sufficient off-street parking for the Project. As such, on-street parking is not anticipated to be impacted by the Project. The surface parking lot with access to and from Whitsett Avenue, will serve the golf course, driving range, and clubhouse uses, and will provide 22 additional parking spaces to accommodate the patrons and the community. In total, the golf course, driving range, and clubhouse, which currently have 92 parking spaces available for the community, patrons, and employees, will have 135 parking spaces available within the parking garage and surface lot after the completion of the Project. As such, it is anticipated that the golf course, driving range, and clubhouse will be provided with sufficient parking to accommodate patrons, employees, and the community, thus having no impact to on-street parking spaces in the area. Both the subterranean parking garage and surface parking lot will be reviewed by the Department of Building and Safety during the building permit process to ensure compliance with all City standards. Therefore, the Project is consistent with Objective No. 15-1 of the Community Plan.

Policy No. 15-1.1, Objective 15-1 of Goal No. 15. This policy of the Community Plan recommends a consolidation of parking to minimize the number of access points onto major and secondary highways. As discussed under Objective No. 15-1 and Policy No. 13-2.2, all parking for the SCSLC Project will be consolidated within a subterranean parking garage underneath the condominium complex, with ingress and egress access from one driveway ramp along Valleyheart Drive, a local street. There will be no access into or out of the parking garage from Whitsett Avenue, a secondary highway. The Project will maintain existing surface parking spaces within a parking lot along Whitsett Avenue, but there will not be an increase in the number of ingress/egress access points on Whitsett Avenue. The ingress driveway will remain as currently situated, while the egress driveway will be relocated slightly to the north to accommodate the Project. Therefore, the Project will be consistent with Policy No. 15-1.1

Policy No. 15-1.3, Objective No. 15-1 of Goal No. 15. This policy calls for new parking lots and parking garages to be developed in accordance with design standards specified in the Urban Design guidelines of the Community Plan. For multiple residential projects, the Urban Design guidelines recommend that parking structures be integrated with the design of the building they serve through: 1) Designing the exterior to match the style, materials and color of the main building, and 2) Utilizing decorative walls and landscaping to buffer residential uses from parking structures. As the parking structure for the Project will be completely subterranean, it will not be viewable from grade level and will not require exterior architectural design or decorative walls or landscaping for buffering purposes. As such, the design guidelines are not applicable to the Project parking garage. Furthermore, both the new subterranean parking garage and existing surface parking lot will be reviewed by the Department of Building and Safety during the building permit process to ensure compliance with all City standards. Therefore, the Project will be consistent with Policy No. 15-1.3 of the Community Plan.

d. Cumulative Impacts

The analysis of cumulative impacts was completed concurrent with the Project impact analyses (Existing Conditions plus ambient growth plus Related Projects development plus Project) and is included in the impact analysis discussion above. As discussed, application of the impact threshold criteria from the City of Los Angeles indicates none of the five study intersections and two study street segments would be significantly impacted on a cumulative level by the forecast Project traffic. Incremental, but not significant, cumulative impacts are noted at the study locations evaluated in the analysis.

4. COMPLIANCE MEASURES, PDFS, AND MITIGATION PROGRAM

a. Compliance Measures

The following Compliance Measures are reasonably anticipated standard conditions that are based on local, State, and federal regulations or laws that serve to offset or prevent specific transportation and circulation impacts. These Compliance Measures are applicable to the proposed Project and shall be incorporated to ensure that the Project has minimal impacts to surrounding uses:

- In accordance with Los Angeles Municipal Code Section 91.70067, hauling of construction materials shall be restricted to a haul route or haul route memo approved by the City. The City of Los Angeles will approve specific haul routes for the transport of materials to and from the site during demolition and construction.

- A parking and driveway plan shall be prepared for approved by the appropriate District Office of the Bureau of Engineering, the Department of Transportation, and/or the Department of City Planning.

- Access for the handicapped shall be located in accordance with the requirements of the Handicapped Access Division of the Department of Building and Safety.

- In compliance with future RIO District requirements, the Project design for the parking structure layout shall allocate 2% of the residential (i.e., excluding the overall golf) parking spaces for use by a third party shared car (or equivalent) program.

b. Project Design Features (PDFs)

The following PDFs are specific design and/or operational characteristics included to avoid or reduce potential transportation and circulation impacts. These PDFs are not required to be implemented to reduce any operational or construction traffic impacts, but are included as part of the Mitigation Program to ensure that they are implemented by the City as part of the Project Approval:

PDF TRF-1: The Project design incorporates subterranean parking that will be located below the buildings and street level. Therefore, the parking shall not be located between the buildings and the street and/or Los Angeles River.

PDF TRF-2: Vehicle access for the Project shall be from a single driveway leading to the subterranean parking area that will be provided from Valleyheart Drive (which will lead from Whitsett Avenue).

PDF TRF-3: The Project shall minimize the number of driveways needed to serve the site and the driveways shall be designed to accommodate the anticipated demand for each driveway.

c. Mitigation Measures

All transportation and circulation impacts related to construction and operation of the Project would be less-than-significant. However, to ensure that all and any unforeseen impacts are mitigated to a less-than-significant level through all possible measures during the construction and operational phases of the Project, the following Mitigation Measures shall be implemented relating to construction and pedestrian orientation:

MM TRF-1: Existing access shall be maintained for the existing site uses and parking facilities.

MM TRF-2: Any roadway lane closures shall be limited to off-peak travel periods.

MM TRF-3: Receipt of construction materials shall be scheduled to non-peak travel periods, to the extent possible.

MM TRF-4: Deliveries shall be coordinated to reduce the potential of trucks waiting to unload for protracted periods of times.

MM TRF-5: Parking by construction workers shall be prohibited on adjacent streets and construction workers shall be directed to available parking areas within the Project Site.

MM TRF-6: The existing sidewalk along the Whitsett Avenue Project Site frontage shall be improved as portions of the sidewalks are cracked and uneven and in poor conditions for pedestrians. The sidewalks shall be well-lit, even, and wide enough to accommodate seniors in walkers or wheelchairs. This improvement shall be at the expense of the Applicant, Property Owner, Developer, and/or other private party, in coordination with the City of Los Angeles Department of Public Works.

MM TRF-7: Existing traffic signal timing at the Whitsett Avenue/Ventura Boulevard intersection shall be reviewed by the Los Angeles Department of Transportation (LADOT) to ensure that pedestrians, in particular senior walkers, have adequate time to safely cross Whitsett Avenue and Ventura Boulevard during allocated pedestrian walk phases. The costs or fees associated with submittal and review by LADOT shall be paid by the Applicant, Property Owner, Developer, and/or other private party.

MM TRF-8: A high visibility crosswalk with appropriate signage shall be installed at the west leg of the Whitsett Avenue/Valleyheart Drive intersection (i.e., across Valleyheart Drive) to provide access to nearby transit stops. This improvement shall be at the expense of the Applicant, Property Owner, Developer, and/or other private party, in coordination with the City of Los Angeles Department of Public Works.

MM TRF-9: A high visibility crosswalk with appropriate signage shall be installed across the west leg of the Whitsett Avenue/Valley Spring Lane intersection (i.e., across Valley Spring Lane) to provide access to nearby transit stops. This improvement shall be at the expense of the Applicant, Property Owner, Developer, and/or other private party, in coordination with the City of Los Angeles Department of Public Works.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of Compliance Measures, all Project-specific and cumulative transportation and circulation impacts relating to traffic congestion on roadways and freeways and at intersections, cut-through traffic, Project access, pedestrian access, bicycle access, parking,

public transit, and consistency with adopted Plans and policies will be less-than-significant and not considerable. With implementation of the additional PDFs and required Mitigation Measures, impacts will be reduced further and any potentially unforeseen impacts will be reduced to a less-than-significant level.