V. ENVIRONMENTAL IMPACT ANALYSIS
H. TRAFFIC/TRANSPORTATION/PARKING

The following section summarizes the information provided in the traffic study entitled Traffic Analysis for Proposed Residential Development at 22255 Mulholland Drive, Los Angeles (the "study"), prepared by Crain & Associates in November 2004. The full Traffic Analysis, which is herein incorporated by reference, is provided as Technical Appendix J to this Draft EIR.

This study analyzed existing (2004) and future (2007) AM and PM peak-hour traffic conditions at five study intersections in accordance with Los Angeles Department of Transportation ("LADOT") policies, procedures, and agreed upon assumptions. These five intersections are:

1. Dumetz Road and San Feliciano Drive
2. Dumetz Road and Topanga Canyon Boulevard
3. Mulholland Drive and San Feliciano Drive
4. Mulholland Drive and Mulholland Highway
5. Mulholland Drive and Topanga Canyon Boulevard

The cumulative traffic conditions attributable to 24 potential related projects in the surrounding area were also incorporated in the analysis. Project traffic impacts were also analyzed for Congestion Management Program (CMP) locations nearest to the site. The intersection of Topanga Canyon Boulevard at Ventura Boulevard is the nearest CMP location.

ENVIRONMENTAL SETTING

Located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area and the Mulholland Scenic Parkway Specific Plan area, the area surrounding the project site is primarily composed of single-family residential uses and open space, with commercial development concentrated along Ventura Boulevard and Topanga Canyon Boulevard to the north. According to the Community Plan, the Canoga Park-Winnetka-Woodland Hills-West Hills area is the commercial hub of the West Valley; however, the area immediately surrounding the project site consists of single-family residential uses. The project site is located on the east side of San Feliciano Drive to the north of Mulholland Drive in the Woodland Hills community of the City of Los Angeles.

Located within the Los Angeles Unified School District (LAUSD) Local District 1, Calabasas Elementary School, Hale Middle School and El Camino Real High School serve the project area. Calabasas Elementary School is less than one and one-half miles northwest of the project site, at 23055 Eugene Street. The middle and high schools are located north of the Ventura Freeway (US-101), approximately two and one-quarter and two and three-quarters of a mile northwest of the project site, respectively. In

addition, Louisville High School, a private school, is located immediately adjacent to the project site, on the south side of Mulholland Drive, east of Mulholland Highway.

In addition to the single-family residential uses, commercial uses in the study area are generally located north of the project site, along Ventura Boulevard and Topanga Canyon Boulevard. Commercial development includes corporate headquarters in Warner Center, regional shopping centers such as The Promenade and Westfield Shoppingtown Topanga, and local retail concentrated throughout the major transportation corridors.

Northeast of the project site, the Girard Reservoir is sited. Alizondo Drive Park and Santa Monica Mountains National Recreation Area are located east of the project site on the west side of Topanga Canyon Boulevard, south of Mulholland Drive. These recreational areas provide open space opportunities for the project site and surrounding residential and commercial uses.

An extensive surface street network, including Mulholland Drive and Topanga Canyon Boulevard, provides access to and from the project site and surrounding uses. The Ventura Freeway regionally serves north-south traffic but in the project vicinity is an east-west facility located approximately one mile north of the project site. These transportation facilities as well as other local roadways are described in more detail below.

Freeway and Street Characteristics

Traffic volume data were collected and field surveys were conducted in the study area to determine the roadway and intersection geometry and traffic signal operations. Figure V.H-1 illustrates the study intersection locations. A brief description of the affected roadway facilities is provided below; fuller descriptions are provided in the Traffic Report (Appendix J).

The Ventura Freeway (US-101) is the primary east-west arterial in this portion of the San Fernando Valley. This freeway, located approximately one mile north of the project site, provides a continuous route north of Ventura County and eastward to the Hollywood Freeway where there is a transition to continue eastbound through Pasadena via the State Highway 134 or southbound via the US-101 to Hollywood. Traffic volumes along the Ventura Freeway segment between Topanga Canyon Boulevard and Ventura Boulevard at Shoup Avenue are approximately 210,000 vehicles per day.

Figure V.H-1, Study Intersection Locations

Major streets providing access to the project area include, Dumetz Road, Mulholland Drive, San Feliciano Drive, Mulholland Highway, and Topanga Canyon Boulevard.

Dumetz Road is an east-west oriented designated collector street that extends from its eastern terminus at Serrania Avenue to San Feliciano Drive north of the project site. The intersection of Dumtez Road and San Feliciano Drive is an all-way stop-sign controlled intersection. East of its signalized intersection with Topanga Canyon Boulevard, Dumetz Road widens to an approximate 60-foot wide roadway. Left-turn channelization is provided for westbound traffic on Dumetz Road at Topanga Canyon Boulevard.

Mulholland Drive is an east-west oriented roadway which forms the southern boundary of the project site. Designated a Scenic Major Highway Class II west of its intersection with Mulholland Highway and a Scenic Parkway east of Mulholland Highway, Mulholland Drive generally provides one to two travel lanes in each direction. Left-turn channelization is provided at major intersections, including San Feliciano Drive, Mulholland Highway and Topanga Canyon Boulevard.

San Feliciano Drive is a designated collector street which provides north-south access throughout the project area. Along the northern project frontage, San Feliciano Drive provides one through travel lane in each direction. South of the project site, San Feliciano Drive is stop-sign controlled at its intersection with Mulholland Drive. North of the project site, San Feliciano widens near the stop-sign controlled intersection at Dumetz Road.

Mulholland Highway is a designated local street which forms a "T" intersection with Mulholland Drive near the southern project boundary. South of the project site, Mulholland Highway extends northeast-southwest through the City of Calabasas. Near the project site, Mulholland Highway travels north-south and provides two through travel lanes in each direction.

Topanga Canyon Boulevard is a north-south oriented roadway located less than one-half mile east of the project site. South of Mulholland Drive, Topanga Canyon Boulevard is designated a Scenic Major Highway Class II and north of Mulholland Drive, Topanga Canyon is designated a Major Highway Class II. This roadway generally provides two through travel lanes in each direction. At its intersection with Mulholland Drive, Topanga Canyon Boulevard provides northbound left-turn channelization.

Existing (2004) Traffic Volumes

Traffic volumes for existing conditions at the five study intersections were obtained from manual traffic counts conducted in October 2004 by Crain & Associates. The counts cover the weekday 7:00 to 9:00 AM and 4:00 to 6:00 PM commuter peak traffic periods. Peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection. Weekday peak-hour volumes at the study intersections are detailed below and are illustrated in Figures 4(a) and 4(b) of Technical Appendix J. The manual intersection traffic count data sheets and the existing lane configuration and traffic control operations are also provided in Technical Appendix J. Information pertaining to intersection widths and geometrics, bus

stop locations, on-street parking restrictions, and traffic signal operations were obtained from field checks in the study area.

Dumetz Road carries approximately 3,500 vehicles per day (VPD) on the segment between San Feliciano Drive and Topanga Canyon Boulevard, northeast of the project site. Morning peak-hour volumes on this roadway segment are approximately 100 vehicles per hour (VPH) westbound and more than 200 VPH eastbound. Afternoon peak-hour volumes are nearly 200 VPH westbound and eastbound. East of Topanga Canyon Boulevard, Dumetz Road carries nearly 7,700 VPH with approximately 500 VPH westbound and 400 VPH eastbound during the morning peak hour. Afternoon peak-hour volumes on this roadway segment are nearly 400 VPH westbound and approximately 300 VPH eastbound.

Mulholland Drive, the southern boundary of the project site, carries approximately 16,300 VPD along the project frontage. Morning peak-hour volumes on this roadway segment are approximately 800 VPH westbound and more than 900 VPH eastbound. Afternoon peak-hour volumes are approximately 700 VPH westbound and approximately 800 VPH eastbound. West of its intersection with San Feliciano Drive, traffic volumes on Mulholland Drive are lower with nearly 11,300 VPD. Morning peak-hour volumes on this segment of Mulholland Drive are approximately 500 VPH westbound and more than 700 VPH eastbound. Afternoon peak-hour traffic volumes are lower with approximately 500 VPH westbound and approximately 500 VPH eastbound.

San Feliciano Drive carries approximately 2,600 VPD along the northern project frontage. Morning peak-hour volumes are approximately 100 VPH northbound and nearly 200 VPH southbound. Afternoon peak-hour volumes are approximately 100 VPH in each direction. North of its intersection with Dumetz Road, San Feliciano Drive carries approximately 3,400 VPD with approximately 200 VPH northbound and more than 100 VPH southbound during the morning peak hour. Afternoon peak-hour volumes on this roadway segment are approximately 100 VPH in each direction.

Mulholland Highway carries approximately 14,800 VPH south of the project site. Morning peak-hour volumes are approximately 800 VPH northbound and nearly 900 VPH southbound. Afternoon peak-hour traffic volumes on this roadway segment are less, with more than 600 VPH in each direction.

Topanga Canyon Boulevard carries more than 24,400 VPD north of Dumetz Road. Peak-hour volumes on this roadway segment are nearly 1,100 VPH northbound and approximately 1,200 VPH southbound during the morning and approximately 1,500 VPH northbound and nearly 1,100 VPH southbound during the afternoon. Along the segment between Dumetz Road and Mulholland Drive, Topanga Canyon Boulevard carries approximately 25,900 VPD. Morning peak-hour volumes on this roadway segment are approximately 1,100 VPH northbound and more than 1,300 VPH southbound. Afternoon peak-hour volumes are approximately 1,500 VPH northbound and more than 1,200 VPH southbound. Approximately 16,300 VPD travel on Topanga Canyon Boulevard, south of Mulholland Drive. Peak-hour volumes along this roadway segment are approximately 600 VPH northbound and approximately

900 VPH southbound during the morning and more than 1,000 VPH northbound and nearly 700 VPH southbound during the afternoon.

Transit Service

The Los Angeles County Metropolitan Transit Authority (MTA) is the primary service provider in the San Fernando Valley. In addition, LADOT and Santa Clarita Transit Authority (SCTA) operate commuter express routes throughout the Valley. Current regional Transit information available through the MTA website indicates that one MTA bus route has stops within fairly reasonable walking distance (approximately one-half mile) of the project site.

Line 245 provides service between Chatsworth, Canoga Park, Woodland Hills, and West Hills. Line 245 stops at several key destinations in these communities, including the Chatsworth Transportation Center, Westfield Shoppingtown Topanga, Promenade Mall, and the West Hills Medical Center. In the project vicinity, Line 245 generally travels north-south on Topanga Canyon Boulevard and east-west on Mulholland Drive with stops provided on Topanga Canyon Boulevard at Mulholland Drive and on Mulholland Drive at Mulholland Highway, east and south of the project site, respectively. With a stop provided at the Chatsworth Transportation Center, Line 245 offers transfer opportunities to several other MTA bus lines, as well as SCTA and LADOT bus routes. Amtrak and Metrolink also stop at the Chatsworth Transportation Center, thereby further linking the project site to the greater Los Angeles metropolitan area public transportation system.

When these transfer opportunities are considered, all areas within the Los Angeles region are accessible using public transit. Thus, it is possible that some residents of the proposed development will utilize public transportation as their primary travel mode. However, in order to present the most conservative analysis of the potential traffic impacts for the proposed project, no public transportation usage was assumed.

Analysis of Existing (2004) Traffic Conditions

An analysis of current traffic conditions was conducted on the streets and highways serving the project area. Detailed traffic analyses of existing conditions were performed at the five intersections shown in Table V.H-1.

The methodology used in this study for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board.[1] In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of

[1] *Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.*

Service (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. LOS A to C operate quite well. LOS D typically is the level for which a metropolitan area street system is designed. LOS E represents volumes at or near the capacity of the highway which might result in stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

Table V.H-1
Study Intersection Method of Traffic Control

Study Intersection	Method of Traffic Control
Dumetz Road and San Feliciano Drive	All-way stop-sign controlled intersection
Dumetz Road and Topanga Canyon Boulevard	Signalized
Mulholland Drive and San Feliciano Drive	Two-way stop-sign controlled intersection
Mulholland Drive and Mulholland Highway	Signalized
Mulholland Drive and Topanga Canyon Boulevard	Signalized

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table V.H-2 can be used to determine the applicable LOS.

"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table V.H-2. A capacity of 1,000 and 1,200 VPH was utilized for all-way and two-way stop-sign controlled intersections, respectively. The CMA indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present at the study intersections. Thus, the LOS corresponding to a range of CMA values is shown in Table V.H-3.

Table V.H -2
Critical Movement Volume Ranges for Determining Levels of Service*

Level of Service	Maximum Sum of Critical Volumes (VPH)		
	Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	----------Not Applicable----------		

** For planning applications only, i.e., not appropriate for operations and design applications*

Table V.H-3
Level of Service As a Function of CMA Values

LOS	CMA Value	Operating Conditions
A	0.00-0.60	Uncongested operations; all vehicles clear in a single cycle.
B	0.61-0.70	Uncongested operations; all vehicles clear in a single cycle.
C	0.71-0.80	Light congestion; occasional backups on critical approaches.
D	0.81-0.90	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.
E	0.91-1.00	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if signal does not provide for protected turning movements.
F	> 1.00	Forced flow with stoppages of long duration.

Source: Crain & Associates, November 2004.

By applying the analysis procedure to the study intersections, the CMA values and the corresponding LOS for existing traffic conditions may be determined. Those values, for existing (2004) morning and afternoon peak-hour conditions at the study intersections, are analyzed and summarized in Table IV.H.-4. Supporting CMA calculation worksheets for existing conditions are included in Technical Appendix J to this Draft EIR.

Table V.H-4
Existing Levels of Service at Study Intersections

No.	Intersection	AM Peak Hour		PM Peak Hour	
		CMA	LOS	CMA	LOS
1	Dumetz Rd. & San Feliciano Dr.	0.534	A	0.427	A
2	Dumetz Rd. & Topanga Canyon Blvd.	0.765	C	0.820	D
3	Mulholland Dr. & San Feliciano Dr.	0.692	B	0.569	A
4	Mulholland Dr. & Mulholland Hwy.	0.737	C	0.633	B
5	Mulholland Dr. & Topanga Cyn. Blvd.	0.698	B	0.695	B

Source: Overland Traffic Consultants, Inc., March 2005.

The existing conditions at the study intersections summarized in Table IV.H.-4 indicate that all of the analyzed locations are operating at acceptable LOS ranging from LOS A to C, with the exception of Dumetz Road/Topanga Canyon Boulevard which operates at LOS D during the PM peak hour. At two of the study intersections, LOS values for PM peak-hour conditions are slightly better than morning peak-hour conditions. The intersection of Mulholland Drive/San Feliciano Drive improves from LOS B during the morning peak hour to LOS A during the evening peak hour and Mulholland Drive/Mulholland Highway improves from LOS C to LOS B.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

As a benchmark for determining the traffic effects of developments on nearby street systems in the project vicinity, LADOT dictated use of the following impact criteria, which defines a significant traffic impact as an increase in the CMA value (i.e., V/C ratio), due to project-related traffic, of 0.010 or more when the final ("with project") LOS is E or F, a CMA increase of 0.020 or more when the final LOS is D, or an increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table V.H-5.

Table V.H-5
LADOT Cricteria for Significant Traffic Impact

LOS	Final CMA Value	Increase in CMA Value
C	0.700 – 0.800	Equal to or greater than 0.040
D	>0.800 - 0.900	Equal to or greater than 0.020
E, F	> 0.900	Equal to or greater than 0.010

Source: Crain & Associates. ,November 2004.

Congestion Management Plan Thresholds

For purposes of the CMP analysis, a significant traffic impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity, causing or worsening LOS F.

Traffic Generation

Traffic-generating characteristics of many land uses, including the single-family residential homes comparable to those of the proposed project, have been surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE). The trip generation rates in the Manual, Trip Generation, 7th Edition, 2003, published by ITE are nationally recognized, and are used as the basis for most traffic studies conducted in the City of Los Angeles and the surrounding region. The ITE rates used in this study are shown in Table V.H-6.

Table V.H-6
Project Trip Generation Rates

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Single Family Detached Housing (per du) LU 210	9.57	0.75	25%	75%	1.01	63%	37%

Notes: du=dwelling unit
Source: Crain & Associates, November 2004.

The results of the project traffic generation calculation are presented in Table V.H-7. As shown in this table, no project traffic adjustments were assumed, as recommended and agreed to with LADOT for a conservative assumption of project trips. At completion and full occupancy, the project is expected to generate approximately 354 total daily vehicle trips, including 28 trips during the AM peak hour (7 inbound, 21 outbound), and 37 trips during the PM peak hour (23 inbound, 14 outbound).

Table V.H-7
Estimated Project Traffic Generation

Land Use	Daily Traffic	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Single Family Detached Housing (37 du)	354	28	7	21	37	23	14

Notes:
du= dwelling unit
Source: Crain & Associates, November 2004..

Traffic Distribution

Directional distribution of project trips was determined by considering the nature of the proposed land use, existing traffic patterns, characteristics of the surrounding roadway system, the geographic location of the project site and its proximity to freeways and major travel routes, and the employment centers from which residents would likely be attracted. Based on these factors, the generalized trip distribution shown in Table V.H-8 was estimated for the project and approved by LADOT. The distribution of traffic varies slightly from this regional distribution slightly closer to the project site due to the turning movements of vehicles accessing the site from major roadways.

Table V.H-8
Directional Trip Distribution of Project Traffic

Direction	Percentage of Trips
North	30%
South	15%
East	30%
West	25%
Total	**100%**

Source: Crain & Associates, November 2004.

The directional distribution percentages shown in Table V.H-8 were then disaggregated and assigned to specific routes and intersections that are expected to be used to access the project site. These trip assignment percentages, based upon recommendation by LADOT, are presented in Figure V.H-2. Applying these inbound and outbound percentages to the project trip generation previously calculated in Table V.H-7, total project traffic volumes at the study intersections and project access points on San

Feliciano Drive and Mulholland Drive were determined for the AM and PM peak hours, as shown in Figures V.H-3 and V.H-4, respectively.

Future Traffic Conditions

As shown in Table IV-3 (Section IV. Environmental Setting), there are 24 other projects either planned for development or currently under construction in the project vicinity, which could add traffic to the study intersections. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volumes from these nearby "related projects." For the analysis of future (2007) conditions, an "ambient traffic growth factor" of 2.0 percent per year, compounded annually, was applied to all of the existing turning movement volumes at the five study intersections. This result provides the "baseline" traffic volumes for the analysis of future (2007) conditions. Although the inclusion of the annual growth factor is expected to capture all area-wide traffic increases, for purposes of providing a conservative analysis, the traffic generated by nearby "related projects" was also added to these future baseline traffic volumes. These total future volumes, including related projects, provide the basis for the future (2007) "Without Project" condition. Finally, project traffic was analyzed as an incremental addition to the future "Without Project" condition to determine the future "With Project" condition.

Traffic Volume Growth

Based on recent trends in traffic growth in the study area, LADOT has recommended the application of a 2.0 percent annual traffic growth factor. This growth factor was used to account for increases in traffic volume resulting from related projects that are not yet proposed or are outside of the study area. The ambient traffic growth factor was applied to the existing (2004) traffic volumes to develop an estimate of future (2007) traffic volumes.

Figure V.H-2, Project Trip Distribution and Assignment Percentages

Figure V.H-3, Total Project Traffic Volumes AM Peak Hour

Figure V.H-4, Total Project Traffic Volumes PM Peak Hour

Related Projects

In addition to the use of the ambient traffic growth factor, a listing of past present and future probable future projects (i.e., related projects) located within an approximately two and one-half mile radius of the project site was obtained from LADOT, City of Calabasas, City of Hidden Hills, Los Angeles County Planning Department, and recent studies of entitlement requests filed in the study area. A review of this information currently available indicated that 24 related projects could potentially contribute significant traffic volumes to the five study intersections. The locations of these surrounding related projects relative to the project site are illustrated in Figure IV-9 (Section IV, Environmental Setting). The number of trips expected to be generated by the related projects was determined by applying the appropriate trip generation rates and equations from the ITE Trip Generation manual and other sources as noted. These trip generation rates and equations are contained in Table 7 (Technical Appendix J), while their descriptions and resulting trip generation estimates are summarized in Table V.H-9. For the analysis of future (2007) "Without Project" traffic conditions, the related projects trip generation was then assigned to the study area circulation system, using methods similar to those previously described for project trip assignment. A visual representation of the total related projects traffic volumes at the study intersections are shown in Technical Appendix J (Figures 8(a) and 8(b) for the AM and PM peak hours).

The related projects' traffic was combined with the base AM and PM peak-hour traffic increased by the ambient growth factor. The "Without Project" traffic volumes, shown in Figures V.H-5 and V.H-6 for future year 2007 conditions, not only provide the baseline against which the determination of the effects of incremental project traffic in the study area is made, but also provide a gauge of the impact of ambient traffic growth and cumulative development in the study area.

Future Roadway Improvements

A review of the City's planned improvements for the study area indicates that there are future ongoing improvements to the roadway system in the study area. LADOT has been installing the Automated Traffic Surveillance and Control System (ATSAC) city-wide since the first ATSAC system was implemented just prior to the 1984 Olympic Games in Los Angeles. This ATSAC system provides transportation engineers with the means to change traffic signal timing from a centralized location based on real time data on traffic conditions and can increase the capacity of an intersection by at least seven percent. Some of the signalized intersections within the vicinity of the proposed project, including the one at Mulholland Drive and Topanga Canyon Boulevard, have been connected to the City's ATSAC network. The analysis of existing and future traffic conditions included the effects of ATSAC implementation at this intersection.

Table V.H-9
Related Projects Net Traffic Generation

Related Project No.	Land Use	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1	Bank	5,593 sf	875	12	11	23	93	92	185
2	Fast-Food Restraurant w/Drive-Through Window	3,500 sf	1,736	95	91	186	63	58	121
3	Specialty Retail[1]	5,000 sf	222	4	2	6	6	8	14
4	Apartment Retail	340 du 16,000 sf	2,285 709 2,994	35 11 46	138 8 146	173 19 192	137 19 156	74 24 98	211 43 254
5	Assisted Living Facility[2]	85 du	226	8	4	12	8	11	19
6	Discount Store	21,000 sf	1,176	12	6	18	53	53	106
7	Apartment	190 du	1,277	19	78	97	77	41	118
8	Charter School	200 st	496	96	62	158	15	19	34
9	Convenience Store Coffee Shop Dry Cleaner	3,444 sf 583 sf 973 sf	2,542 300 43 2,885	116 22 1 139	115 21 0 136	231 43 1 275	92 9 1 102	89 8 2 99	181 17 3 201
10	Office	1,322,425 sf	9,742	1,302	178	1,480	265	1,295	1,560
11	Bank	3,763 sf	589	8	7	15	63	62	125
12	Credit Union	3,860 sf	604	8	8	16	64	64	128
13	Single-Family Residential	44 du	421	8	25	33	28	16	44
14	Adult School	430 st	516	43	9	52	33	19	52
15	High School	1,600 st	*2,736*	*466*	*190*	*656*	*105*	*119*	*224*
16	Private School Enrollment Expansion [3]	185 st	537	102	68	170	14	23	37
17	Preschool/Day Care Enrollment Expansion	200 st	896	85	75	160	77	87	164
18	School Expansion	156 st	201	36	30	66	20	24	44
19	Single-Family Residential *Single-Family Residential (to be removed)*	11 du *(1) du*	105 *(10)* 95	2 *0* 2	6 *(1)* 5	8 *(1)* 7	7 *(1)* 6	4 *0* 4	11 *(1)* 10
20	Single-Family Residential	8 du	77	2	4	6	5	3	8
21	Condominium	66 du	387	5	24	29	23	11	34
22	Self-Storage Facility	70,504 sf	176	6	5	11	9	9	18
23	Restaurant	8,700 sf	1,106	52	48	100	58	37	95
24	Condominium Office	122 du 15,000 sf	715 310 1,025	9 36 45	45 5 50	54 41 95	42 16 58	21 80 101	63 96 159
25	Private School Enrollment Expansion [4]	65 st	243	40	32	72	8	9	17
26	Office	6,744 sf	167	19	3	22	15	71	86
27	Single-Family Residential	9 du	86	2	5	7	6	3	9

Notes:
* Project located within the Warner Center Specific Plan area; PM peak hour rates based on the Specific Plan

[1] ITE AM trip generation rates not available; used San Diego Traffic Generators, San Diego Association of Governments (SANDAG), 1998.

[2] ITE trip generation rates for Assisted Living (Land Use 254) in terms of dwelling units not available; assumed 1 bed per dwelling unit.
[3] Traffic Analysis for Woodland Hills Private School, Crain & Associates, April 2001.
[4] Traffic Analysis for Viewpoint School Project, Crain & Associates, Revised January 2002.

sf=square feet; du=dwelling unit; st=student

Source: Crain & Associates, September 2006.

Additionally, many traffic control improvements have already been implemented at critical points within the existing highway network serving the proposed development. For example, parking and peak-hour turning restrictions are enforced along critical intersection approaches where necessary. Left-turn channelizations are incorporated in the roadway geometrics throughout this portion of the street system. The project is within the MSPSP area and will comply with the provisions of the Specific Plan.

Analysis of Future Traffic Conditions (Without and With Project)

The analysis of future plus project conditions was performed to analyze the potential impact of the project on the future traffic circulation system. The future (2007) with project traffic volumes for the analysis was developed as follows:

- Future (2007) traffic volumes were determined by growth factoring the existing traffic volumes by two percent per year through the future year conditions.

- Traffic volumes generated by the related projects were then combined with these future volumes to form the future without project conditions. Future year 2007 traffic volumes with the addition of the proposed development were then analyzed by adding the project traffic volumes to the "Without Project" conditions. The traffic growth as a result of the project was used to determine the potential project traffic impact in the surrounding area.

- Vehicular access to the project area will be provided by the construction of a curvilinear private roadway that connects San Feliciano Drive at the northern part of the site with Mulholland Drive northeast of Mulholland Highway

Figure V.H-5, Future Traffic Volumes Without Project AM Peak Hour

Figure V.H-6, Future Traffic Volumes Without Project PM Peak Hour

To evaluate the number of potential cut-through traffic, the regional traffic forecasting computer model developed by the Southern California Association of Governments (SCAG) was utilized to compare the shifts in future traffic diversions as a result proposed new access roadway. The SCAG model is the primary long-range transportation planning tool for the Los Angeles, Ventura, Orange, San Bernardino and Riverside Counties. The study model projected future (2010) traffic conditions assuming current trends, although minor modifications were incorporated into the base model to simulate the conditions of the new roadway.

To determine future (2007) with project traffic volumes, it was assumed that the shift in traffic patterns between the future (2010) SCAG projections with the proposed additional roadway link would correlate to the traffic shift observed for the future (2007) traffic conditions with the proposed new roadway. Project-related traffic volumes were then added to the without project volumes to form the future with project traffic volumes as shown in Figures V.H-7 and V.H-8 for the morning and afternoon peak hours.

The analysis of future conditions in the study area was performed using the same CMA procedures described previously in this report and the results for future traffic conditions at the study intersections are summarized in Table V.H-10. Future conditions in the area may likely be better than those indicated in Table V.H-10 for at least two reasons. First, linkages between future related projects and/or existing developments are not included as part of this analysis. Second, as some of the related projects are developed, they may be required to implement traffic mitigation improvements or trip reduction measures that would improve conditions on the future street network. Therefore, the conditions summarized in Table V.H-10 are considered to be representative of "worst-case" future traffic conditions.

The additional cumulative traffic, without the project, would worsen conditions to LOS D at three intersections: Dumetz Road/Topanga Canyon Boulevard and Mulholland Drive/Mulholland Highway both during the AM peak hour, and Mulholland Drive/Topanga Canyon Boulevard during both peak hours. Additionally, future conditions at the intersection of Dumetz Road/Topanga Canyon Boulevard are expected to deteriorate to LOS E in the afternoon peak hour.

The addition of project traffic will increase the CMA value at most of the study intersections during one or both peak hours; however, the LOS will improve at the intersection of Mulholland Drive/San Feliciano Drive due to shifts in traffic from the proposed new roadway diversions. (The CMA worksheets for future conditions are included in Technical Appendix J.)

Figure V.H-7, Future (2007) Traffic Volumes With Project - AM Peak Hour

Figure V.H-8, Future (2007) Traffic Volumes With Project - PM Peak Hour

Table V.H-10
Critical Movement Analysis (CMA) and Levels of Service (LOS) Summary
Future (2007) Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact
1	Dumetz Rd &	AM	0.601	B	0.605	B	0.004
	San Feliciano Dr.	PM	0.483	A	0.489	A	0.006
2	Dumetz Rd. &	AM	0.865	D	0.869	D	0.004
	Topanga Canyon Blvd.	PM	0.932	E	0.936	E	0.004
3	Mulholland Dr. &	AM	0.787	C	0.783	C	-0.004
	San Feliciano Dr.	PM	0.698	B	0.693	B	-0.005
4	Mulholland Dr. &	AM	0.848	D	0.853	D	0.005
	Mulholland Hwy.	PM	0.754	C	0.763	D	0.009
5	Mulholland Dr. &	AM	0.815	D	0.819	D	0.004
	Topanga Canyon Blvd.	PM	0.834	D	0.837	D	0.003

Congestion Management Program Review

The Congestion Management Program (CMP) was enacted by Proposition 111 in 1990, with the intent of providing the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the Metropolitan Transit Authority, the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's LOS to implement the statutory requirements of the CMP. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

As shown in Table IV.H-10, based on the adopted significance criteria, the proposed project is not expected to significantly impact any of the five study intersections under either scenarios (with or without gated access). As previously discussed, the traffic conditions reflected in Table V.H-10 represent very conservation assumptions: neither allowance for public transportation nor mitigation from either the proposed project or the related projects have been assumed in the calculations. As the proposed project would not significantly impact traffic conditions in the project study area, no off-site mitigation measures are warranted.

The local CMP requires that all CMP intersections be analyzed where a project would likely add 50 or more trips during the peak hours. The nearest arterial CMP monitoring station is located on Topanga Canyon Boulevard at Ventura Boulevard, approximately one and one-half miles northeast of the project site. A review of the project trip distribution and net project traffic additions to the study vicinity shows that the proposed project will not add 50 or more trips to this CMP intersection. At most, it is estimated

that there would be 21 project trips during the AM peak hour and 28 project trips during the PM peak hour traversing this intersection. As these volumes are below the threshold of 50 trips, no significant CMP impacts would occur and no further CMP intersection analysis is warranted.

According to the local CMP, any freeway segment where a project is expected to add 150 or more trips in any direction during the peak hours is also to be analyzed. As shown in Table V.H-6, for the proposed project, the maximum number of directional trips would be 23 total inbound trips during the PM peak hour. As the peak hour trips expected to use the freeway network for project site access are less than the freeway threshold of 150 directional trips, no significant project impact to any CMP freeway monitoring location is forecast and no additional freeway analysis is necessary.

Parking

The project will comply with both the City of Los Angeles Municipal Code (LAMC) Parking Regulation, which requires single-family residences similar to those proposed for the project to provide two parking spaces per dwelling unit, and with Advisory Agency Policy 2000-1 which requires an additional 0.25 guest parking spaces per dwelling unit.. These parking spaces will be designed as part of the private garages for each dwelling unit. Each home will have a garage with access to the driveway. Consequently, no parking related impacts would occur.

CUMULATIVE IMPACTS

The analysis of traffic impacts considers the effects of background growth in the region and the related projects listed in Table IV-3. The analysis shows that without the proposed project the following intersections will be adversely affected by ambient growth and traffic generation from the related projects:

- Dumetz Road/Topanga Canyon Boulevard - AM peak hour declines from LOS C to LOS D; PM peak hour declines from LOS D to LOS E.
- Mulholland Drive/Mulholland Highway - AM peak hour declines from LOS C to LOS D;
- Mulholland Drive/Topanga Canyon Boulevard - AM peak hour declines from LOS B to LOS D; PM peak hour declines from LOS B to LOS D.

However, the incremental contribution of the proposed project to the cumulative impacts at the above intersections would not exceed LADOT's thresholds for significant intersection impacts (i.e., 0.040 at LOS C, 0.020 at LOS D or 0.010 at LOS 0.010. Consequently, the project's contribution to the cumulative impact would not be cumulatively considerable, and therefore is less than significant.

PROJECT ENHANCEMENTS

As indicated in the preceding traffic analysis, no significant traffic impacts are expected to occur as a result of the proposed project and no parking deficiency is anticipated. Therefore, no traffic mitigation measures are required under CEQA. Notwithstanding the fact that mitigation measures are not required, the following project enhancements have been suggested by the project's traffic study to further reduce the project's less than significant impacts. These enhancements are not included as project features. However, if the City desires such turn lanes, then the Director of City Planning would have to approve them.

H-1 The proposed project should install turn channelizations for the access routes of Mulholland Drive and San Feliciano Drive.

H-2 The proposed project should consider gate control access to eliminate "cut-through" traffic.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Traffic and access impacts would be less than significant. With the implementation of the recommended project enhancements, traffic impacts would be reduced further.