IV. Environmental Impact Analysis
J. Transportation/Traffic

1. Introduction

This section of the Draft EIR analyzes the Project's potential impacts on traffic, access, and parking. This section is based on the *Transportation Impact Study: Paseo Marina Project* (Transportation Study) prepared by Linscott, Law, and Greenspan, Engineers, dated October 2017 and included in Appendix M of this Draft EIR. The Transportation Study follows the Los Angeles Department of Transportation's (LADOT) *Transportation Impact Study Guidelines* (December 2016), which provides the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation impact study and is consistent with the traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program.

The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the Transportation Study approach and were outlined in a Memorandum of Understanding (MOU) dated February 2017, which was reviewed and approved by LADOT. A copy of the MOU is provided in Appendix M of this Draft EIR. LADOT also reviewed and approved the Transportation Study prior to circulation of this Draft EIR. A copy of LADOT's Assessment Letter of the Transportation Study is included as Appendix M of this Draft EIR.

The Transportation Study evaluates the potential impacts of the Project on the street system surrounding the Project Site. The following four conditions were analyzed in the Transportation Study:

- Existing Conditions (2017)—The analysis of existing traffic conditions provides a baseline for the assessment of existing and future traffic conditions with the addition of Project traffic. Intersection turning movement counts were collected in April 2016 for 25 of the 33 study intersections during the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) peak periods. To represent conditions as of the issuance of the Project's Notice of Preparation in June 2017, the traffic count data from 2016 were increased by a 1-percent annual traffic growth rate. The intersection turning movement counts for the remaining eight signalized intersections were taken in August 2017, as

shown in Appendix A of the Transportation Study provided in Appendix M of this Draft EIR.

- Existing with Project Conditions (2017)—LADOT requires an evaluation of traffic impacts on the existing environment as part of a traffic impact analysis. This analysis evaluates potential Project-related traffic impacts as compared to existing conditions during the typical weekday A.M. and P.M. peak periods. In this scenario, the net traffic generated by the Project is added to the Existing Conditions traffic volumes.

- Future without Project Conditions (2023)[1]—This analysis projects the future traffic growth and intersection operating conditions during the typical weekday A.M. and P.M. peak periods that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by 2023 (the year of full Project buildout). The Future without Project Conditions are projected by adding ambient traffic growth (compounded at 1 percent per year) and traffic from related projects to Existing Conditions.

- Future with Project Conditions (2023)—This analysis identifies the potential incremental impacts of the Project at full buildout on projected future traffic operating conditions during the typical weekday A.M. and P.M. peak periods. The Future with Project Conditions is calculated by adding the net Project-generated traffic to the Future without Project traffic forecasts for the year 2023.

2. Environmental Setting

a. Regulatory Framework

(1) Congestion Management Program

The Los Angeles County Congestion Management Program (CMP) is a State-mandated program enacted by the California Legislature to address the increasing concern that urban congestion is affecting the economic vitality of the State and diminishing the quality of life in some communities. The CMP is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. Within Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for planning and managing vehicular congestion and coordinating regional transportation policies. Metro prepared the 2010 Congestion Management Program for Los Angeles County, in accordance with Section 65089 of the California Government

[1] *The intersections under the dual jurisdiction of the City of Los Angeles and County of Los Angeles, as indicated below in Table IV.J-2 on page IV.J-11, were not analyzed under the Future without Project Conditions (2023) as it is not required by Los Angeles County Department of Public Works' Traffic Impact Analysis Report Guidelines.*

Code. The CMP also promotes transportation projects eligible to compete for state gasoline tax funds and develops a partnership among transportation decision-makers to devise appropriate multimodal transportation solutions.

The CMP requires new development projects to analyze potential project impacts on CMP monitoring locations if an Environmental Impact Report is prepared for the project. Specifically, the CMP project Transportation Impact Analysis guidelines require that the transportation study analyze traffic conditions at all CMP arterial monitoring intersections where a project will add 50 or more trips to adjacent street traffic during either the A.M. or P.M. weekday commuter peak hours. If, based on this threshold, the transportation study identifies no facilities for study, no further traffic analysis is required.

The CMP Transportation Impact Analysis guidelines also require that a transportation study analyze traffic conditions at all CMP mainline freeway monitoring locations (i.e., the freeway segment between off-ramps), where a project will add 150 or more trips in either direction during either the A.M. or P.M. weekday commuter peak periods. If, based on this criterion, the threshold is not met, then no further traffic analysis is required.

The CMP also requires that a transit system analysis be performed to determine whether a project adds ridership that exceeds the capacity of the transit system. For a description of the existing transit system in the vicinity of the Project Site, refer to Subsection 2.c.(2)(b) on page IV.J-15 below.

(2) Southern California Association of Governments' 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

On April 2016, the Southern California Association of Governments (SCAG) adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2016–2040 RTP/SCS identifies mobility, accessibility, sustainability, and high quality of life as the principles most critical to the future of the region. Furthermore, it balances the region's future mobility and housing needs with economic, environmental and public health goals. As stated in the 2016–2040 RTP/SCS, Senate Bill 375 requires SCAG and other Metropolitan Planning Organizations throughout the State to develop a Sustainable Communities Strategy to reduce per capita greenhouse gas emissions through integrated transportation, land use, housing and environmental planning.[2] Within the 2016–2040 RTP/SCS, the overarching strategy includes plans for High Quality Transit Areas (HQTA), Livable Corridors, and Neighborhood Mobility Areas as key features of a

[2] *SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, p. 166, adopted April 2016.*

thoughtfully planned, maturing region in which people benefit from increased mobility, more active lifestyles, increased economic opportunity, and an overall higher quality of life. HQTAs are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.[3] Local jurisdictions are encouraged to focus housing and employment growth within HQTAs.[4] The Project Site is located within an HQTA as designated by the 2016–2040 RTP/SCS.[5,6] Refer to Section IV.G, Land Use, of this Draft EIR, for a detailed discussion of the relevant provisions of the 2016–2040 RTP/SCS that apply to the Project.

(3) City of Los Angeles General Plan Framework Element and Mobility Plan 2035

The Framework Element of the City of Los Angeles General Plan sets forth general guidance regarding land use issues for the entire City of Los Angeles and defines citywide policies regarding land use. The goals, objectives, policies, and related implementation programs of the Framework Element's Transportation Chapter are set forth in the Transportation Element of the General Plan adopted by the City in September 1999.

As an update to the Transportation Element of the General Plan, the City Council initially adopted Mobility Plan 2035: An Element of the General Plan (Mobility Plan) in August 2015. The City Council readopted the Mobility Plan in January 2016 and in September 2016 upon consideration of additional amendments.[7] The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. The Mobility Plan includes five main goals that define the City's high-level mobility priorities: (1) Safety First; (2) World Class Infrastructure; (3) Access for All Angelenos; (4) Collaboration, Communication, and Informed Choices; and (5) Clean Environments and Healthy Communities. Each of the goals contains objectives and policies to support the achievement of those goals. Refer to Section IV.G, Land Use, of this Draft EIR for a discussion of the Project's consistency with the Transportation Chapter of the Framework Element and with Mobility Plan 2035.

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[3] *SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, p. 189.*

[4] *SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, p. 76.*

[5] *SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, p. 77, Exhibit 5.1: High Quality Transit Areas in the SCAG Region for 2040 Plan.*

[6] *Los Angeles County Metropolitan Transportation Authority (Metro). "High Quality Transit Areas—Southwest Quadrant."*

[7] *Los Angeles Department of City Planning, Mobility Plan 2035: An Element of the General Plan, approved by City Planning Commission on June 23, 2016, and adopted by City Council on September 7, 2016.*

Street classifications/standards are designated in the Transportation Element of the City of Los Angeles General Plan. The Mobility Plan has modified those street standards to create a better balance between traffic flow and other important street functions, including transit routes and stops, pedestrian environments, bicycle routes, building design, and site access. Roadways are now defined as follows in the Mobility Plan:

- Freeways—High-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.

- Arterial Streets—Major streets that serve through traffic and provide access to major commercial activity centers. Arterials are divided into two categories:

  - Boulevards represent the widest streets that typically provide regional access to major destinations and include two categories:

    - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 miles per hour (mph).

    - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph.

  - Avenues pass through both residential and commercial areas and include three categories:

    - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph.

    - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph.

    - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph.

- Collector Streets—Generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. Collector Streets provide one travel lane in each direction with a target operating speed of 25 mph.

- Local Streets—Intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. Local Streets provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Local Streets can be:

  - Continuous local streets that connect to other streets at both ends.

  - Non-Continuous local streets that lead to a dead-end.

(4) City of Los Angeles Municipal Code

(a) Construction Traffic

With regard to construction traffic, Section 41.40 of the Los Angeles Municipal Code (LAMC) limits construction activities to the hours from 7:00 A.M. to 9:00 P.M. on weekdays and from 8:00 A.M. to 6:00 P.M. on Saturdays and national holidays. No construction is permitted on Sundays.

(b) Parking

Section 12.21-A,4 of the LAMC sets forth parking requirements for development projects based on the types and amount of land uses. The Project's proposed residential uses would be subject to the following parking requirements set forth in LAMC Section 12.21-A,4(a):

- 2.0 parking spaces per dwelling unit with more than three habitable rooms
- 1.5 parking spaces per dwelling unit with three habitable rooms
- 1.0 parking space per dwelling unit with less than three habitable rooms

The Project's proposed commercial (retail/restaurant) use would be subject to the following parking requirement set forth in LAMC Section 12.21-A,4(c)(3) and LAMC Section 12.21-A,4(c)(5):

- 1.0 parking spaces per 100 square feet (restaurant)
- 4.0 parking spaces per 1,000 square feet (retail)

With regard to required bicycle parking, Table 12.21-A,16(a)(2) of the LAMC identifies the following short-term and long-term bicycle parking requirements which would be applicable to the Project:

- Residential
  - Long-term: 1.0 space per dwelling unit
  - Short-term: 1.0 space per 10 dwelling units
- Commercial (retail/restaurant)
  - Long-term: 1.0 space per 2,000 square feet

– Short-term: 1.0 space per 2,000 square feet

b. Study Area

A traffic analysis study area generally comprises those locations with the greatest potential to experience significant traffic impacts due to a project, as defined by the Lead Agency. Generally, a study area includes those intersections that are located:

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

The Project's transportation analysis study area encompasses a geographic area approximately 2.9 miles (north-south) by approximately 2.6 miles (east-west) generally bounded by Rose Avenue to the north, Inglewood Avenue to the east, Jefferson Boulevard to the south, and Abbot Kinney Boulevard to the west. The study area for the Project was established in consultation with LADOT, based on the above criteria, as well as a review of the Project's peak-hour vehicle trip generation, the anticipated distribution of the Project's vehicular traffic, and the existing intersections/corridor operations.

A total of 33 study intersections, located within the City of Los Angeles, the City of Culver City, and located within or shared with the County of Los Angeles or Caltrans, were selected for analysis. The 33 study intersections are listed in Table IV.J-1 on page IV.J-8 and the locations of the study intersections are shown in Figure IV.J-1 on page IV.J-9.

As shown in Table IV.J-1, 24 of the 33 intersections in the study area are located within the City of Los Angeles only, five of the study intersections are located within the City of Culver City, one of the study intersections is located within the County of Los Angeles, and the remaining three intersections are under the dual jurisdiction of the City of Los Angeles and the County of Los Angeles.

Of the 33 signalized intersections in the study area, eight intersections are located under the jurisdiction of both the City of Los Angeles and Caltrans. These eight intersections are, therefore, also analyzed under the Caltrans Facility Analysis below.

As shown in Table IV.J-2 on page IV.J-10, three stop-sign controlled intersections were selected for analysis to determine the potential need for traffic signal installation.

Table IV.J-1
Signalized Study Intersections

No.	Intersection	Jurisdiction
1.	Abbot Kinney Blvd./Venice Blvd.	City of Los Angeles
2.	Abbot Kinney Blvd./Washington Blvd.	City of Los Angeles
3.	Admiralty Way/Mindanao Way	County of Los Angeles
4.	Lincoln Blvd./Rose Ave.	City of Los Angeles
5.	Lincoln Blvd./Venice Blvd.	City of Los Angeles
6.	Lincoln Blvd./Washington Blvd.	City of Los Angeles
7.	Lincoln Blvd./Marina Pointe Dr.–Maxella Ave.	City of Los Angeles
8.	Lincoln Blvd./SR-90 Ramps	City of Los Angeles/Caltrans
9.	Lincoln Blvd./Bali Way	City of Los Angeles/County of Los Angeles
10.	Lincoln Blvd./Mindanao Way	City of Los Angeles/County of Los Angeles
11.	Lincoln Blvd./Fiji Way	City of Los Angeles/County of Los Angeles
12.	Lincoln Blvd./Jefferson Blvd.	City of Los Angeles
13.	Glencoe Ave./Washington Blvd.	City of Culver City
14.	Glencoe Ave./Maxella Ave.	City of Los Angeles
15.	Mindanao Way/Glencoe Ave.	City of Los Angeles
16.	Mindanao Way/SR-90 WB Ramps	City of Los Angeles/Caltrans
17.	Mindanao Way/SR-90 EB Ramps	City of Los Angeles/Caltrans
18.	Beethoven St./Venice Blvd.	City of Los Angeles
19.	Zanja St./Washington Blvd.–Washington Pl.	City of Culver City
20	Centinela Ave./Venice Blvd.	City of Los Angeles
21.	Centinela Ave./Washington Pl.	City of Culver City
22.	Centinela Ave./Washington Blvd.	City of Culver City
23.	Centinela Ave./Short Ave.	City of Los Angeles
24.	Centinela Ave./Culver Blvd.	City of Los Angeles
25.	Inglewood Blvd./Washington Pl.	City of Los Angeles
26.	Walgrove Ave./Venice Blvd.	City of Los Angeles
27.	Redwood Ave./Washington Blvd.	City of Culver City
28.	Alla Road/SR-90 WB Off-Ramp	City of Los Angeles/Caltrans
29.	Culver Blvd./SR-90 WB Off-Ramp	City of Los Angeles/Caltrans
30.	Culver Blvd./SR-90 EB On-Ramp	City of Los Angeles/Caltrans
31.	Centinela Ave./SR-90 WB Ramps-Sanford St.	City of Los Angeles/Caltrans
32.	Centinela Ave./SR-90 EB Off-Ramps	City of Los Angeles/Caltrans
33.	Centinela Ave.–Campus Center Dr./Jefferson Blvd.	City of Los Angeles

WB = Westbound
EB = Eastbound
Source: Linscott, Law, and Greenspan, Engineers, 2017.

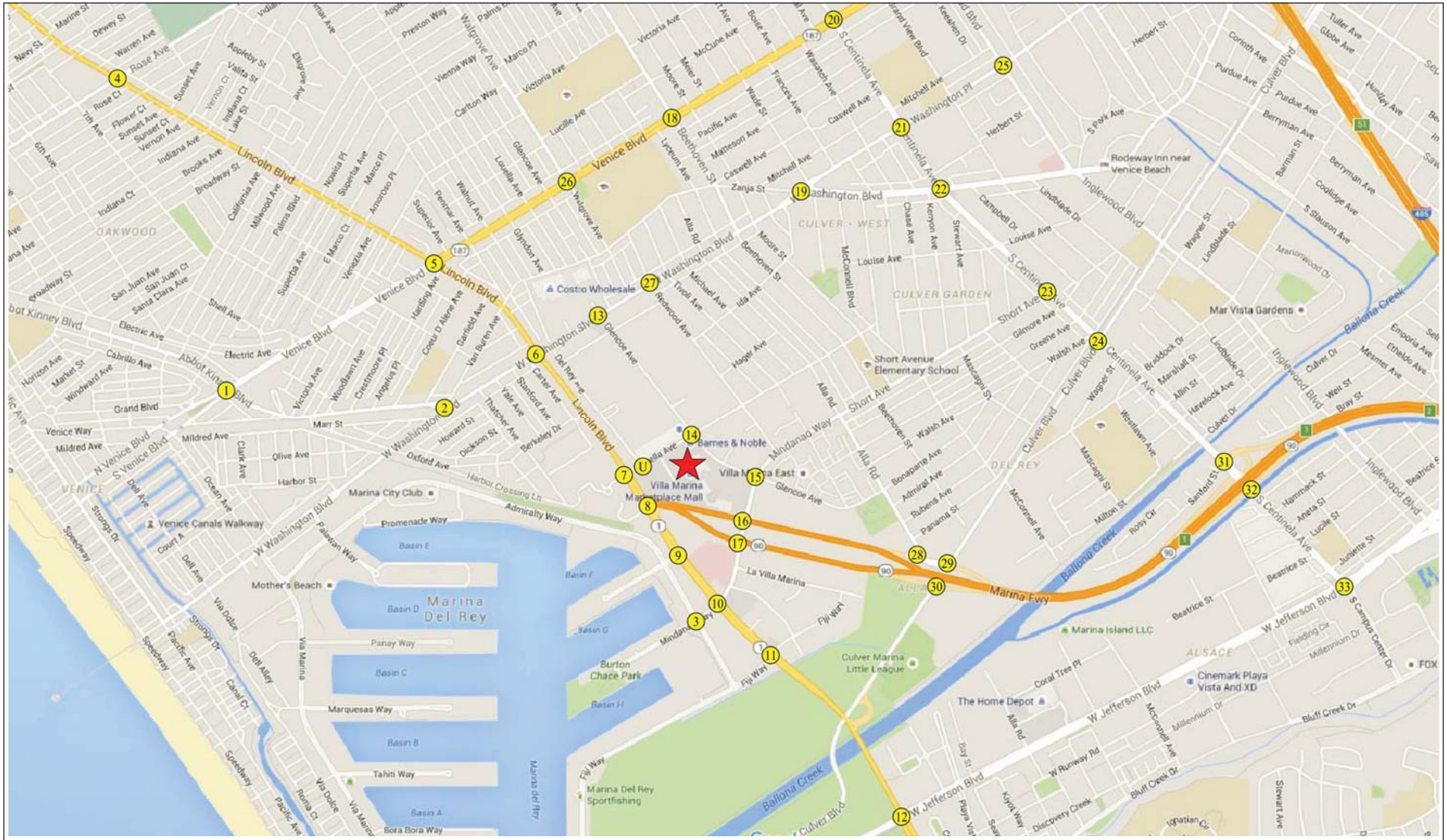

Figure IV.J-1
Locations of Study Intersections

Source: Linscott, Law & Greenspan, engineers, 2017.

Table IV.J-2
Stop-Sign Controlled Intersections

Intersection	Jurisdiction
Del Rey Ave./Maxella Ave.	City of Los Angeles
Walgrove Ave./Washington Blvd.	City of Culver City
Redwood Ave./Maxella Ave.	City of Los Angeles

Source: Linscott, Law, and Greenspan, Engineers, 2017.

c. Existing Street Systems

The existing street system in the study area, the boundaries of which are described above, consists of freeways, primary and secondary arterials, and collector and local streets which provide regional, sub-regional, and local access.

(1) Streets and Highways

Listed below are the primary streets and highways that provide regional and local access to the Project Site:

- Abbot Kinney Boulevard—Abbot Kinney Boulevard is a north-south oriented roadway that is located west of the Project Site. Within the study area, Abbot Kinney Boulevard is designated as a Secondary Highway/Avenue III by the City of Los Angeles. One through travel lane is generally provided in both directions on Abbot Kinney Boulevard within the study area. Separate exclusive left-turn lanes are provided on Abbot Kinney Boulevard at major intersections. Abbot Kinney Boulevard is posted for a 30-mph speed limit in the vicinity of the Project Site.

- Lincoln Boulevard—Lincoln Boulevard is a north-south oriented roadway located west of the Project Site. Within the study area, Lincoln Boulevard is designated as a Major Highway Class II/Boulevard II north of Venice Boulevard and as a Major Highway Class II/Boulevard I south of Venice Boulevard by the City of Los Angeles. Lincoln Boulevard is also classified as a Major Highway by the County of Los Angeles. Two to three through travel lanes are generally provided in both directions on Lincoln Boulevard in the study area. Separate exclusive left-turn and right-turn lanes are provided on Lincoln Boulevard at major intersections. Lincoln Boulevard is posted for a 40-mph speed limit north of Fiji Way and a 45-mph speed limit south of Fiji Way in the Project Site vicinity.

- Beethoven Street—Beethoven Street is a north-south oriented roadway that is located east of the Project Site. Within the study area, Beethoven Street is designated as a Collector Street north of Short Avenue and as a Local Street

south of Short Avenue by the City of Los Angeles. One through travel lane is generally provided in both directions on Beethoven Street within the study area. A separate southbound left-turn only lane is provided on Beethoven Street at the Venice Boulevard intersection. Beethoven Street becomes Rose Avenue west of Morningside Way. Beethoven Street is posted for a 30-mph speed limit in the vicinity of the Project Site.

- Centinela Avenue—Centinela Avenue is a north-south oriented roadway located east of the Project Site. Within the study area, Centinela Avenue is designated a Major Highway Class II/Avenue I by the City of Los Angeles. Centinela Avenue is also designated a Primary Arterial by the City of Culver City Circulation Element. Two through travel lanes are generally provided in both directions on Centinela Avenue in the study area. Separate exclusive left-turn lanes are provided on Centinela Avenue at major intersections. Separate right-turn only lanes are generally provided on Centinela Avenue at the Jefferson Boulevard, Culver Boulevard, Washington Place, and Venice Boulevard intersections. Centinela Avenue is posted for a 35-mph speed limit in the Project Site vicinity.

- Glencoe Avenue—Glencoe Avenue is a north-south oriented roadway that borders the Project Site to the east. Within the study area, Glencoe Avenue is designated as a Secondary Highway/Avenue II north of Maxella Avenue and as a Collector Street south of Maxella Avenue by the City of Los Angeles. Glencoe Avenue is also classified as a Secondary Arterial by the City of Culver City Circulation Element. One to two through travel lanes are generally provided in both directions on Glencoe Avenue within the study area. Separate exclusive left-turn and right-turn lanes are provided on Glencoe Avenue at major intersections. Glencoe Avenue is posted for a 25-mph speed limit in the vicinity of the Project Site.

- Zanja Street—Zanja Street is a north-south oriented roadway that is located east of the Project Site. Within the study area, Zanja Street is designated as a Local Street by the City of Los Angeles and as a Collector Street by the City of Culver City Circulation Element. One through travel lane is generally provided in the southbound direction on Zanja Street within the study area. Zanja Street is posted for a 30-mph speed limit in the Project Site vicinity.

- Inglewood Boulevard—Inglewood Boulevard is a north-south oriented roadway located east of the Project Site. Within the study area, Inglewood Boulevard is designated as a Collector Street north of Venice Boulevard, as a Secondary Highway/Avenue II between Venice Boulevard and Mitchell Avenue, as a Collector Street/Avenue II between Mitchell Avenue and Herbert Street, and as a Secondary Highway/Avenue II south of Herbert Street by the City of Los Angeles. One through travel lane is generally provided in both directions on Inglewood Boulevard within the study area. Inglewood Boulevard is posted for a 30 miles per hour speed limit in the vicinity of the Project Site.

- Del Rey Avenue—Del Rey Avenue a north-south oriented roadway that is located west of the Project Site. Within the study area, Del Rey Avenue is designated as a Local Street by the City of Los Angeles. One through travel lane is generally provided in the southbound direction on Del Rey Avenue within the study area. Del Rey Avenue is posted for a 25-mph speed limit in the Project Site vicinity.

- Admiralty Way—Admiralty Way is a north-south oriented roadway that is located west of the Project Site. Within the study area, Admiralty Way is designated as a Major Highway by the County of Los Angeles. Two through travel lanes are generally provided in both directions on Admiralty Way within the study area. Separate exclusive left-turn lanes are provided on Admiralty Way at the Mindanao Way intersection. Admiralty Way is posted for a 40-mph hour speed limit in the vicinity of the Project Site.

- Walgrove Avenue—Walgrove Avenue is a north-south oriented roadway that is located east of the Project Site. Within the study area, Walgrove Avenue is designated as a Collector Street by the City of Los Angeles and by the City of Culver City Circulation Element. One through travel lane is generally provided in both directions within the study area. Walgrove Avenue is posted for a 25-mph speed limit in the Project Site vicinity.

- Redwood Avenue—Redwood Avenue is a north-south oriented roadway that is located east of the Project Site. Within the study area, Redwood Avenue is designated as a Collector Street by the City of Los Angeles and by the City of Culver City Circulation Element. One through travel lane is generally provided in both directions on Redwood Avenue within the study area. Redwood Avenue is posted for a 25-mph speed limit in the vicinity of the Project Site.

- Alla Road—Alla Road is a north-south oriented roadway that is located east of the Project Site. Within the study area, Del Rey Avenue is designated as a Collector Street north of Maxella Avenue and as a Secondary Highway/Avenue II south of Maxella Avenue by the City of Los Angeles. One through travel lane is generally provided in the northbound direction on Alla Road, and two through travel lanes are generally provided in the southbound direction on Alla Road within the study area. Alla Road is posted for a 30-mph speed limit in the Project Site vicinity.

- Rose Avenue—Rose Avenue is an east-west oriented roadway located north of the Project Site. Within the study area, Rose Avenue is designated as a Secondary Highway/Avenue III west of the Main Street, as a Collector Street between Main Street and Lincoln Boulevard, and as a Secondary Highway/Avenue III east of Lincoln Boulevard by the City of Los Angeles. One through travel lane is generally provided in both directions on Rose Avenue within the study area. Separate exclusive left-turn and right-turn lanes are provided on Rose Avenue at the Lincoln Boulevard intersection. Rose Avenue is

posted for 25 miles per hour speed limit west of Lincoln Boulevard and a 35-mph speed limit east of Lincoln Boulevards in the Project Site vicinity.

- Venice Boulevard—Venice Boulevard is an east-west oriented roadway that is located north of the Project Site. Within the study area, Venice Boulevard is designated as a Major Highway Class II/Boulevard II by the City of Los Angeles and as a Primary Arterial by the City of Culver City Circulation Element. Two to three through travel lanes are generally provided in both directions on Venice Boulevard within the study area. Separate exclusive left-turn and right-turn lanes are provided on Venice Boulevard at major intersections. Venice Boulevard is posted for a 35-mph speed limit west of Lincoln Boulevard and a 40-mph speed limit east of Lincoln Boulevard in the Project Site vicinity.

- Washington Boulevard—Washington Boulevard is an east-west oriented roadway that is located north of the Project Site. Within the study area, Washington Boulevard is designated as a Major Highway Class II/Boulevard II by the City of Los Angeles and as a Primary Arterial by the City of Culver City Circulation Element. Two through travel lanes are generally provided in both directions on Washington Boulevard within the study area. Separate exclusive left-turn and right-turn lanes are provided on Washington Boulevard at major intersections. Washington Boulevard is posted for a 35-mph speed limit in the vicinity of the Project Site.

- Washington Place—Washington Place is an east-west oriented roadway that is located north of the Project Site. Within the study area, Washington Place is designated as a Major Highway Class II/Boulevard II by the City of Los Angeles and as a Primary Arterial by the City of Culver City Circulation Element. Two through travel lanes are generally provided in both directions on Washington Place within the study area. Separate exclusive left-turn lanes are provided on Washington Place at major intersections. A separate westbound right-turn only lane is provided on Washington Place at the Centinela Avenue intersection. Washington Place becomes Washington Boulevard west of Zanja Street. Washington Place is posted for a 35-mph speed limit in the Project Site vicinity.

- Marina Pointe Drive—Marina Pointe Drive is an east-west oriented roadway that is located north of the Project Site. Within the study area, Marina Pointe Drive is designated as a Local Street by the County of Los Angeles. One through travel lane is generally provided in the eastbound direction, with a round-a-bout primarily serving the residential uses, on Marina Pointe Drive within the study area. Separate eastbound left-turn and right-turn only lanes are provided on Marina Pointe Drive at the Lincoln Boulevard intersection within the study area. Marina Pointe Drive becomes Maxella Avenue east of Lincoln Boulevard. There is no speed limit posted on Marina Pointe Drive in the Project Site vicinity; thus, a speed limit of 25 mph is assumed, consistent with the State of California Vehicle Code.

- Maxella Avenue—Maxella Avenue is an east-west oriented roadway that borders the Project Site to the north. Within the study area, Maxella Avenue is designated as a Collector Street/Avenue III west of Glencoe Avenue, as a Collector Street between Glencoe Avenue and Alla Road, and as a Local Street east of Alla Road by the City of Los Angeles. One to two through travel lanes are generally provided in both directions on Maxella Avenue within the study area. Separate exclusive left-turn lanes are provided on Maxella Avenue at major intersections. Separate right-turn only lanes are generally provided at the Lincoln Boulevard and Glencoe Avenue intersections. Maxella Avenue becomes Marina Pointe Drive west of Lincoln Boulevard. Maxella Avenue is posted for a 25-mph speed limit in the Project Site vicinity.

- Bali Way—Bali Way is an east-west oriented roadway that is located south of the Project Site. Within the study area, Bali Way is designated as a Local Street by the County of Los Angeles. One through travel lane is generally provided in each direction within the study area. Separate eastbound left-turn and right-turn only lanes are provided on Bali Way at the Lincoln Boulevard intersection. Bali Way is posted for a 30-mph speed limit in the Project Site vicinity.

- Mindanao Way—Mindanao Way is an east-west oriented roadway that is located south of the Project Site. Within the study area, Mindanao Way is designated as a Secondary Highway/Avenue I east of Lincoln Boulevard to Glencoe Avenue and as a Secondary Highway/Avenue II between Glencoe Avenue and Alla Road by the City of Los Angeles. West of Lincoln Boulevard, Mindanao Way is classified as a Local Street by the County of Los Angeles. Two through travel lanes are generally provided in both directions on Mindanao Way within the study area. Separate exclusive left-turn lanes are provided on Mindanao Way at major intersections. Separate right-turn only lanes are generally provided on Mindanao way at the Admiralty Way, SR-90 EB Ramps, and Short Avenue intersections. Mindanao Way becomes Short Avenue east of Alla Road. Mindanao Way is posted for a 30-mph speed limit in the vicinity of the Project Site.

- Short Avenue—Short Avenue is an east-west oriented roadway that is located south of the Project Site. Within the study area, Short Avenue is designated as a Secondary Highway/Avenue III by the City of Los Angeles. Two through travel lanes are generally provided in both directions on Short Avenue within the study area. Separate exclusive left-turn and right-turn lanes are provided on Short Avenue at the Centinela Avenue intersection. Short Avenue becomes Mindanao Way west of Alla Road. Short Avenue is posted for a 30-mph speed limit in the vicinity of the Project Site.

- Fiji Way—Fiji Way is an east-west oriented roadway that is located south of the Project Site. Within the study area, Fiji Way is designated as a Local Street east of Lincoln Boulevard by the City of Los Angeles. West of Lincoln Boulevard, Fiji Way is classified as a Parkway by the County of Los Angeles. One to two through travel lanes are generally provided in each direction within the study area. Separate eastbound left-turn and right-turn only lanes are provided on Fiji

Way at the Lincoln Boulevard intersection. Fiji Way is posted for a 35-mph speed limit in the Project Site vicinity.

- Culver Boulevard—Culver Boulevard is an east-west oriented roadway located south of the Project Site. Within the study area, Culver Boulevard is designated as a Major Highway Class II/Avenue III west of Lincoln Boulevard and as a Major Highway Class II/Avenue I east of Lincoln Boulevard by the City of Los Angeles. Two through travel lanes are generally provided in both directions on Culver Boulevard within the study area. Separate exclusive left-turn lanes are provided on Culver Boulevard at the Centinela Avenue intersection. Culver Boulevard is posted for a 40-mph speed limit in the Project Site vicinity.

- Jefferson Boulevard—Jefferson Boulevard is an east-west oriented roadway that is located south of the Project Site. Within the study area, Jefferson Boulevard is designated as a Major Highway Class II/Boulevard II by the City of Los Angeles. Two to three through travel lanes are generally provided in both directions on Jefferson Boulevard within the study area. Separate exclusive left-turn lanes are provided on Jefferson Boulevard at the Lincoln Boulevard intersection. Separate westbound right-turn only lanes are provided on Jefferson Boulevard at the Lincoln Boulevard intersection. Jefferson Boulevard is posted for a 45-mph speed limit in the Project Site vicinity.

- Sanford Street—Sanford Street is an east-west oriented roadway that is located southeast of the Project Site. Within the study area, Sanford Street is designated as a Local Street by the City of Los Angeles. One through travel lane is generally provided in each direction within the study area. Sanford Street is posted for a 25-mph speed limit in the Project Site vicinity.

(2) Regional Transportation System

(a) Freeways

Primary regional access to the study area is provided by SR-90, which generally runs in an east-west direction that locally extends from Marina del Rey to Culver City. In the vicinity of the Project Site, two to three mixed-flow freeway lanes are provided in each direction on the SR-90. Eastbound and westbound ramps are provided on the SR-90 at Mindanao Way, approximately 0.25 mile south of the Project Site.

(b) Transit System

Public transit service within the study area is currently provided by Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus. Existing transit service in the study area is shown in Figure 4-2, Existing Public Transit Routes, of the Transportation Study, included in Appendix M of this Draft EIR. The following list presents a brief description of the 13 bus lines providing service in the vicinity

of the Project Site. For additional information on the transit lines operating in the study area, including frequency of service, refer to Table 4-1 of the Transportation Study.

- Metro 33—Route 33 is a local line that travels from downtown Los Angeles to Santa Monica via Venice Boulevard.
- Metro 108/358—Route 108/358 is a local line that travels from Pico Rivera to Marina del Rey via Slauson Avenue.
- Metro 110—Route 110 is a local line that travels from Bell Gardens to Playa Vista via Gage Avenue, Centinela Avenue, and Jefferson Boulevard.
- Metro Rapid 733—Route 733 is a rapid line that travels from downtown Los Angeles to Santa Monica via Venice Boulevard.
- LADOT CE 437—Route 437 is a commuter express line that travels from downtown Los Angeles to Culver City, Marina del Rey, and Venice Beach via Culver Boulevard, Grand Avenue, and Olive Street.
- Culver CityBus Line 1—Culver CityBus Line 1 is a local line that travels from Venice Beach to the West Los Angeles Transit Center via Washington Boulevard.
- Culver CityBus Line 2—Culver CityBus Line 2 is a local line that travels from Venice High School to the Westfield Culver City Mall via Inglewood Boulevard.
- Culver CityBus Line 4—Culver CityBus Line 4 is a local line that travels from Playa Vista to the West Los Angeles Transit Center via Jefferson Boulevard.
- Culver CityBus Line 7—Culver CityBus Line 7 is a local line that travels from Marina del Rey to downtown Culver City via Culver Boulevard.
- Santa Monica Big Blue Bus 3/Big Blue Bus Rapid 3—Route 3 is a local line that travels from the Aviation Center Green Line to downtown Santa Monica via Lincoln Boulevard. A rapid line is also provided for Route 3.
- Santa Monica Big Blue Bus 14—Route 14 is a local line that travels from Playa Vista to Brentwood via Bundy Drive and Centinela Avenue.
- Santa Monica Big Blue Bus 16—Route 16 is a local line that travels from West Los Angeles to Marina del Rey via Wilshire Boulevard and Bundy Drive.

(c) Congestion Management Program Facilities

The CMP arterial monitoring station closest to the Project Site is located on Lincoln Boulevard and SR-90, approximately 310 feet south of the Project Site. A second arterial CMP monitoring station is located on Lincoln Boulevard and Venice Boulevard,

approximately 0.83 mile northwest of the Project Site. A third arterial CMP monitoring station is located on Venice Boulevard and Centinela Boulevard, approximately 1.2 miles northeast of the Project Site. The closest CMP mainline freeway monitoring location is located on Interstate 405 (I-405) north of Venice Boulevard, approximately 2.1 miles northeast of the Project Site. An additional CMP mainline freeway monitoring location is located on I-405 north of La Tijera Boulevard, approximately 3.7 miles southeast of the Project Site.

d. Existing Parking and Access

The Project Site is currently occupied by three commercial (retail and restaurant) structures that are part of the Marina Marketplace shopping center. The existing surface parking areas within the Project Site include a total of 418 parking spaces. Vehicular access to the Project Site is provided via two driveways along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, and two driveways along the west side of Glencoe Avenue.

e. Existing Bicycle and Pedestrian Facilities

(1) Bicycle Facilities

Based on the City's 2010 Bicycle Plan, the existing bicycle system in the study area consists of 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 roadway areas. Bicycle paths are located within or adjacent to river corridors, transit corridors, or the coast. Bicycle lanes (Class II) are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle routes and bicycle-friendly streets (Class III) are those where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes and bicycle-friendly streets are preferably located on collector and lower volume arterial streets. Bicycle routes with shared lane markings, or "sharrows," make motorists aware of bicycles potentially in the travel lane, and show bicyclists the correct direction of travel. The following bicycle facilities are provided in the study area:

(a) Bicycle Path (Class I)

- Ballona Creek between Lincoln Boulevard and Inglewood Boulevard
- Culver Boulevard between McConnell Avenue and Inglewood Boulevard

(b) Bicycle Lane (Class II)

- Lincoln Boulevard between SR-90 and Rose Avenue
- Rose Avenue between Pacific Avenue and Walgrove Avenue
- Venice Boulevard between Dell Avenue and Centinela Avenue
- Alla Road between Glencoe Avenue and Culver Boulevard

(c) Bicycle Routes (Class III)

- Abbot Kinney Boulevard between Pacific Avenue and Washington Boulevard
- Oxford Avenue between Abbot Kinney Boulevard and Admiralty Way
- 7th Avenue between Rose Avenue and California Avenue
- Penmar Avenue between Rose Avenue and Palms Boulevard
- California Avenue between Abbot Kinney Boulevard and Lincoln Boulevard
- Palms Avenue between Lincoln Boulevard and Inglewood Boulevard
- Walgrove Avenue between Rose Avenue and the City of Culver City
- Beethoven Street between Palms Boulevard and Culver Boulevard
- Maxella Avenue between Lincoln Boulevard and Glencoe Avenue
- Glencoe Avenue between the City of Culver City and Alla Road
- Bonaparte Avenue Between Alla Road and McConnell Avenue
- Braddock Drive between Culver Boulevard and Inglewood Boulevard

Also in the vicinity of the Project Site is the Marvin Braude Bike Trail, which runs from Will Rogers State Beach in Pacific Palisades to Washington Boulevard west of the Project Site.

(2) Pedestrian Facilities

The area surrounding the Project Site includes a mature network of pedestrian facilities, including sidewalks, crosswalks, and pedestrian safety features. The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for

a comfortable and safe pedestrian environment. The sidewalks also provide connectivity to pedestrian crossings at intersections within the study area.

The walkability of a location is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses adjacent to residential neighborhoods of the Palms–Mar Vista–Del Rey community, the walkability of the study area is approximately 81 points.[8]

3. Existing Conditions

a. Analysis Methodology

(1) Signalized Intersections

The existing traffic levels at the analyzed signalized intersections located within the City of Los Angeles and the City of Culver City were evaluated using the Critical Movement Analysis (CMA) methodology, which determines volume-to-capacity (V/C) ratios on a critical movement basis. Critical movement analysis is a simplified technique for estimating phasing needs and signal timing parameters.[9] The overall intersection V/C ratio is subsequently assigned a level of service (LOS) value to describe intersection operations. LOS is a qualitative measure used to describe traffic flow conditions. Table IV.J-3 on page IV.J-20 outlines the ranges of V/C ratios and their corresponding levels of service. LOS definitions for signalized intersections range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F.

The City operates two traffic control systems to improve travel conditions on City streets. The two systems are the Automated Traffic Surveillance and Control (ATSAC) system and the Adaptive Traffic Control System (ATCS). The ATSAC system represents an advanced system in computer control of traffic signals, and ATCS is a computer-based traffic signal control program that provides fully-responsive traffic signal control based on real-time traffic conditions. LADOT estimates the ATSAC system improves intersection capacity by an average of 7 percent (i.e., a 0.07 V/C adjustment), while ATCS improves intersection capacity by an additional 3 percent over those operating under the ATSAC

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[8] *WalkScore.com (www.walkscore.com) rates the Project Site with a score of 81 of 100 possible points (scores accessed on May 17, 2017). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.*

[9] *U.S. Department of Transportation Federal Highway Administration, Traffic Signal Timing Manual, Chapter 3, Operational and Safety Analysis, http://ops.fhwa.dot.gov/publications/fhwahop08024/chapter3.htm#3.3, accessed May 17, 2017.*

Table IV.J-3
Level of Service Definitions for City of Los Angeles, City of Culver City, and County of Los Angeles Intersections

Level of Service	Signalized V/C Ratio[a]	Definition
A	0.000–0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601–0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701–0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801–0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901–1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

[a] *Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, 1980.*

Source: Linscott, Law, and Greenspan, Engineers, 2017.

system alone (i.e., a 0.10 total V/C adjustment for signalized intersections operating under both ATSAC and ATCS).

Each of the 28 signalized intersections located within the City of Los Angeles and five signalized intersections located within the City of Culver City are equipped with both ATSAC and ATCS. Therefore, in accordance with standard LADOT procedures, a capacity increase of 10 percent (0.10 V/C adjustment) was applied to each intersection under the LADOT jurisdiction within the model analysis to reflect the benefits of ATSAC and ATCS. Additionally, a supplemental Intersection Capacity Utilization method was used to determine volume-to-capacity ratios and corresponding Levels of Service for the study intersections located within or shared with the County of Los Angeles (Intersection Nos. 3, 9, 10, and 11). The Intersection Capacity Utilization calculations use a lane capacity of 1,600 vehicles per hour for left-turn, through, and right-turn lanes, and dual left-turn capacity of 2,880 vehicles per hour. A clearance adjustment factor of 0.10 was added to each level of service calculation.

(2) Stop-Sign Controlled Intersections

A supplemental analysis was conducted at the existing stop-sign controlled intersections located near the Project Site (including the Del Rey Avenue/Maxella Avenue intersection) to determine if traffic signal installation may be warranted following build-out and occupancy of the Project. Since the Project proposes to shift the location of an existing traffic signal at the crosswalk on Maxella Way approximately 100 feet east of Ocean Way to the Ocean Way/Maxella Avenue intersection, the traffic analysis determined that the preparation of a traffic signal warrant analysis was not required for the Ocean Way/Maxella Avenue intersection given its proximity to the existing traffic signal, as provided in Project Design Feature TR-PDF-2, below.

Additionally, separate traffic signal warrant analyses were conducted for the following stop-controlled intersections located near the Project Site: Del Rey Avenue/Maxella Avenue, Walgrove Avenue/Washington Boulevard and Redwood Avenue/Maxella Avenue. These analyses were prepared at the request of LADOT to determine if traffic signals are warranted at these intersections.

The following provides a summary of existing conditions, as well as factors assumed and data collected in preparing the traffic signal warrant analysis:

- The Del Rey Avenue/Maxella Avenue intersection is currently controlled by a stop sign facing the side street (Del Rey Avenue) approach. Maxella Avenue was assumed to be the major street while Del Rey Avenue was assumed to be the minor street.

- The Walgrove Avenue/Washington Boulevard intersection is currently controlled by a stop sign facing the side street (Walgrove Avenue) approach. Washington Boulevard was assumed to be the major street while Walgrove Avenue was assumed to be the minor street.

- The Redwood Avenue/Maxella Avenue intersection is currently controlled by all-way stop signs. Redwood Avenue was assumed to be the major street while Maxella Avenue was assumed to be the minor street.

- Maxella Avenue, Del Rey Avenue, and Redwood Avenue are posted for a 25-mph speed limit in the Project Site vicinity. Washington Boulevard is posted for a 35-mph speed limit in the Project Site vicinity. There are no speed limits posted on Walgrove Avenue; thus, a speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

- Manual peak hour traffic counts were conducted at the unsignalized intersections.

b. Existing Conditions Intersection Levels of Service

Intersection turning movement counts for 25 of the signalized intersections were collected April 2016 during the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) commuter peak periods. To represent year 2017 conditions, the traffic count data from 2016 were increased by a 1-percent annual traffic growth rate. The 1-percent growth rate is conservatively assumed for development projects in the Marina del Rey area for purposes of estimating local traffic growth in future years. The intersection turning movement counts for the remaining eight signalized intersections were taken in August 2017, as shown in Appendix A of the Transportation Study provided in Appendix M of this Draft EIR. Table IV.J-4 on page IV.J-23 summarizes the existing weekday A.M. and P.M. commuter peak-hour V/C ratio for the City of Los Angeles and City of Culver City signalized intersections in the study area and the corresponding LOS under Existing Conditions. Table IV.J-5 on page IV.J-25 summarizes the weekday A.M. and P.M. peak-hour V/C ratio for the signalized intersections under the dual jurisdiction of the City of Los Angeles and County of Los Angeles in the study area and the corresponding LOS.

As shown in Table IV.J-4 and Table IV.J-5, 29 of the 33 study intersections operate at LOS D or better during both the A.M. and P.M. peak hours. The remaining four intersections operate at LOS E or F during either one or both of the analyzed peak periods under Existing Conditions.

4. Future without Project Conditions

a. Analysis Methodology

The traffic volumes projected for the Future without Project Conditions take into account the expected changes in traffic over existing conditions from two primary sources: (1) ambient growth in traffic volumes due to the effects of overall regional growth and development outside the study area; and (2) traffic generated by specific development projects in, or in the vicinity of, the study area. These factors are described below.

(1) Related Projects

The traffic analysis for the Project considered the effects of other development proposals (related projects) either proposed, approved, or under construction in the study area. The list of related projects in the vicinity of the Project Site that could affect traffic conditions in the study area is based on information on file at the City of Los Angeles Department of City Planning, LADOT, the County of Los Angeles Department of Regional Planning, and the City of Culver City Planning Division. A total of 39 related projects were identified in the vicinity of the Project Site, as shown in Table III-1 in Section III,

Table IV.J-4
Existing Conditions (2017)—Intersection Levels of Service—City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Existing Conditions (2017)	
			V/C	LOS
1	Abbot Kinney Blvd./Venice Blvd.	A.M.	0.794	C
		P.M.	0.721	C
2	Abbot Kinney Blvd./Washington Blvd.	A.M.	0.553	A
		P.M.	0.529	A
3	Admiralty Way/Mindanao Way	A.M.	0.628	B
		P.M.	0.533	A
4	Lincoln Blvd./Rose Ave.	A.M.	0.768	C
		P.M.	0.775	C
5	Lincoln Blvd./Venice Blvd.	A.M.	0.827	D
		P.M.	0.821	D
6	Lincoln Blvd./Washington Blvd.	A.M.	0.883	D
		P.M.	0.837	D
7	Lincoln Blvd./Marina Pointe Dr.–Maxella Ave.	A.M.	0.606	F
		P.M.	0.572	F
8	Lincoln Blvd./SR-90 Ramps	A.M.	0.727	F
		P.M.	0.711	F
9	Lincoln Blvd./Bali Way	A.M.	0.453	A
		P.M.	0.553	A
10	Lincoln Blvd./Mindanao Way	A.M.	0.692	B
		P.M.	0.785	C
11	Lincoln Blvd./Fiji Way	A.M.	0.798	C
		P.M.	1.306	F
12	Lincoln Blvd./Jefferson Blvd.	A.M.	0.896	D
		P.M.	0.707	C
13	Glencoe Ave./Washington Blvd.	A.M.	0.696	B
		P.M.	0.757	C
14	Glencoe Ave./Maxella Ave.	A.M.	0.439	A
		P.M.	0.417	A
15	Mindanao Way/Glencoe Ave.	A.M.	0.519	A
		P.M.	0.647	B
16	Mindanao Way/SR-90 WB Ramps	A.M.	0.588	A
		P.M.	0.587	A
17	Mindanao Way/SR-90 EB Ramps	A.M.	0.798	C
		P.M.	0.842	D
18	Beethoven St./Venice Blvd.	A.M.	0.809	D
		P.M.	0.736	C
19	Zanja St./Washington Blvd.–Washington Pl.	A.M.	0.537	A
		P.M.	0.600	A

Table IV.J-4 (Continued)
Existing Conditions (2017)—Intersection Levels of Service—City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Existing Conditions (2017)	
			V/C	LOS
20	Centinela Ave./Venice Blvd.	A.M.	0.928	E
		P.M.	0.882	D
21	Centinela Ave./Washington Pl.	A.M.	0.773	C
		P.M.	0.764	C
22	Centinela Ave./Washington Blvd.	A.M.	0.729	C
		P.M.	0.769	C
23	Centinela Ave./Short Ave.	A.M.	0.496	A
		P.M.	0.596	A
24	Centinela Ave./Culver Blvd.	A.M.	0.898	D
		P.M.	0.878	D
25	Inglewood Blvd./Washington Pl.	A.M.	0.813	D
		P.M.	0.711	C
26	Walgrove Ave./Venice Blvd.	A.M.	0.696	B
		P.M.	0.682	B
27	Redwood Avenue/Washington Blvd.	A.M.	0.545	A
		P.M.	0.614	B
28	Alla Road/ SR-90 WB Off-Ramp	A.M.	0.560	A
		P.M.	0.245	A
29	Culver Blvd./SR-90 WB Off-Ramp	A.M.	0.831	D
		P.M.	0.784	C
30	Culver Blvd./SR-90 EB Ramps	A.M.	0.411	A
		P.M.	0.312	A
31	Centinela Ave./Sanford St.–SR-90 WB Off-Ramp	A.M.	0.553	A
		P.M.	0.513	A
32	Centinela Ave./SR-90 EB Ramps	A.M.	0.609	B
		P.M.	0.577	A
33	Centinela Ave.–Campus Center Dr./Jefferson Blvd.	A.M.	0.873	D
		P.M.	0.750	C

Source: Linscott, Law & Greenspan, 2017.

Environmental Setting, of this Draft EIR. The locations of the related projects are shown in Figure III-1 in Section III of this Draft EIR. While the buildout years of many of these related projects are uncertain and may be well beyond the buildout year of the Project or may never be approved or developed, all related projects were conservatively considered as part of the Project traffic analysis and assumed to be completed by the Project buildout

Table IV.J-5
Existing Conditions (2017)—Intersection Levels of Service—County of Los Angeles Intersections

No.	Intersection	Peak Hour	Existing Conditions (2017)	
			V/C	LOS
3	Admiralty Way/Mindanao Way	A.M.	0.748	C
		P.M.	0.665	B
9	Lincoln Blvd./Bali Way	A.M.	0.580	A
		P.M.	0.671	B
10	Lincoln Blvd./Mindanao Way	A.M.	0.781	C
		P.M.	0.862	D
11	Lincoln Blvd./Fiji Way	A.M.	0.763	C
		P.M.	1.236	F

Source: Linscott, Law & Greenspan, 2017.

year of 2023. In addition, ambient growth, as discussed below, accounts for the expected growth in general traffic levels between the Existing Conditions and the Project's buildout year. Therefore, adding the traffic associated with related projects in the study area with an ambient growth factor effectively double-counts the traffic associated with anticipated development. Furthermore, the projected traffic generation from every related project does not account for either existing uses to be removed or the likely use of other travel modes (e.g., transit, walking, etc.). As such, the estimate of cumulative traffic volumes in the Transportation Study represents a conservative analysis. To develop the estimated traffic volumes to add to the study area as a result of related projects, trip generation, trip distribution, and trip assignment are considered, as discussed below.

(a) Trip Generation

Trip-generation estimates for the related projects were provided by LADOT and were calculated using a combination of previous study findings and the trip-generation rates contained in *Trip Generation, 9th Edition*. Table 6-1 of the Transportation Study, which is included as Appendix M of this Draft EIR, summarizes the related project trip generation for typical weekdays, including daily trips, A.M. peak-hour trips, and P.M. peak-hour trips.

(b) Trip Distribution

The geographic distribution of the traffic generated by the related projects is dependent on several factors, including the type and density of the proposed land uses,

the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors, along with logical travel routes through the street system, are considered to develop a reasonable pattern of trip distribution.

(c) Trip Assignment

The trip-generation estimates for the related projects were assigned to the local street system, considering the trip distribution pattern described above. The traffic volumes of the related projects were then added to the existing traffic volumes, after adjustment for ambient growth through the projected buildout year of 2023. These volumes represent the Future without Project Condition (i.e., existing traffic volumes, ambient traffic growth, and related project traffic growth).

(2) Ambient Growth

Existing traffic is expected to increase as a result of regional growth and development. In consultation with LADOT, an ambient growth factor of 1 percent per year (compounded) was applied to adjust the existing traffic volumes to reflect the effects of regional growth and development through the year 2023 (i.e., the anticipated year of Project buildout). By comparison, based on a review of the general traffic growth factors provided in the 2010 Congestion Management Program for the Los Angeles County for the Marina del Rey area, it is anticipated that the existing traffic volumes would increase at an annual rate of only approximately 0.25 percent per year between years 2015 and 2025. In the traffic analysis for this Project, application of an annual growth factor of 1 percent allows for a conservative, worst-case forecast of future traffic volumes in the area. Thus, the inclusion of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

(3) Future Infrastructure Improvements

While there are no lane configuration changes that would affect the intersections within the City of Los Angeles and City of Culver City intersections, the Future without Project Conditions takes into account lane configuration changes proposed to Intersection No. 3 (Admiralty Way/Mindanao Way) as a result of the County's *Traffic Study for the Marina Del Rey Local Coastal Program Amendment* (April 29, 2010). The land configurations following the completion of the County improvements at Intersection No. 3 (Admiralty Way/Mindanao Way) include:

- Northbound: One left-turn lane, one through lane, one optional through/right-turn lane
- Southbound: Two left-turn lanes, one through lane, one optional through/right-turn lane
- Eastbound: One left-turn lane, one optional through/left-turn lane, one optional through/right-turn lane
- Westbound: One left-turn lane, one optional left/through/right-turn lane, one right-turn lane

No lane configuration changes at the remaining three County study intersections are proposed by the Local Coastal Program Amendment.

b. Future Without Project Conditions Intersection Levels of Service

Table IV.J-6 on page IV.J-28 summarizes the weekday A.M. and P.M. peak-hour V/C ratio for the City of Los Angeles and City of Culver City signalized intersections in the study area and the corresponding LOS under Future without Project Conditions. As noted above, the intersections under the dual jurisdiction of the City of Los Angeles and County of Los Angeles, as indicated above in Table IV.J-1 on page IV.J-8, were not analyzed under the Future without Project Conditions (2023) under the County's methodology as it is not required by Los Angeles County Department of Public Works' *Traffic Impact Analysis Report Guidelines*. Specifically, when evaluating a project's impact under Future with Project Conditions, the County's methodology considers the baseline to be existing conditions rather than Future without Project Conditions, as in the City's methodology. However, those intersections located partially or completely within the County were evaluated in the Future without Project Conditions under the City of Los Angeles methodology as indicated in Table IV.J-6.

As summarized in Table IV.J-6, 19 of the 33 intersections in the study area are projected to operate at LOS D or better during both the weekday A.M. and P.M. peak hours. The remaining 14 intersections are anticipated to operate at LOS E or F during at least one or both of the analyzed peak hours in the Future without Project Conditions. Specifically, 13 City of Los Angeles intersections and one City of Culver City intersection are projected to operate at LOS E or F during at least one or both of the analyzed peak hours in the Future without Project Conditions.

Table IV.J-6
Future Without Project Conditions (2023)—Intersection Levels of Service—City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Future without Project Conditions (2023)	
			V/C	LOS
1	Abbot Kinney Blvd./Venice Blvd.	A.M.	0.895	D
		P.M.	0.789	C
2	Abbot Kinney Blvd./Washington Blvd.	A.M.	0.609	B
		P.M.	0.600	A
3	Admiralty Way/Mindanao Way	A.M.	0.717	C
		P.M.	0.624	B
4	Lincoln Blvd./Rose Ave.	A.M.	0.873	D
		P.M.	0.896	D
5	Lincoln Blvd./Venice Blvd.	A.M.	0.958	E
		P.M.	0.960	E
6	Lincoln Blvd./Washington Blvd.	A.M.	1.019	F
		P.M.	0.957	E
7	Lincoln Blvd./Marina Pointe Dr.–Maxella Ave.	A.M.	0.706	F
		P.M.	0.678	F
8	Lincoln Blvd./SR-90 Ramps	A.M.	0.839	F
		P.M.	0.837	F
9	Lincoln Blvd./Bali Way	A.M.	0.553	A
		P.M.	0.648	B
10	Lincoln Blvd./Mindanao Way	A.M.	0.797	C
		P.M.	0.902	E
11	Lincoln Blvd./Fiji Way	A.M.	0.950	E
		P.M.	1.465	F
12	Lincoln Blvd./Jefferson Blvd.	A.M.	1.040	F
		P.M.	0.857	D
13	Glencoe Ave./Washington Blvd.	A.M.	0.784	C
		P.M.	0.858	D
14	Glencoe Ave./Maxella Ave.	A.M.	0.504	A
		P.M.	0.498	A
15	Mindanao Way/Glencoe Ave.	A.M.	0.621	B
		P.M.	0.729	C
16	Mindanao Way/SR-90 WB Ramps	A.M.	0.662	B
		P.M.	0.656	B
17	Mindanao Way/SR-90 EB Ramps	A.M.	0.913	E
		P.M.	0.934	E
18	Beethoven St./Venice Blvd.	A.M.	0.885	D
		P.M.	0.802	D

Table IV.J-6 (Continued)
Future Without Project Conditions (2023)—Intersection Levels of Service—City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Future without Project Conditions (2023)	
			V/C	LOS
19	Zanja St./Washington Blvd.–Washington Pl.	A.M.	0.598	A
		P.M.	0.664	B
20	Centinela Ave./Venice Blvd.	A.M.	1.025	F
		P.M.	0.986	E
21	Centinela Ave./Washington Pl.	A.M.	0.907	E
		P.M.	0.875	D
22	Centinela Ave./Washington Blvd.	A.M.	0.881	D
		P.M.	0.887	D
23	Centinela Ave./Short Ave.	A.M.	0.639	B
		P.M.	0.735	C
24	Centinela Ave./Culver Blvd.	A.M.	1.083	F
		P.M.	1.011	F
25	Inglewood Blvd./Washington Pl.	A.M.	0.977	E
		P.M.	0.863	D
26	Walgrove Ave./Venice Blvd.	A.M.	0.753	C
		P.M.	0.738	C
27	Redwood Avenue/Washington Blvd.	A.M.	0.609	B
		P.M.	0.683	B
28	Alla Road/ SR-90 WB Off-Ramp	A.M.	0.786	C
		P.M.	0.367	A
29	Culver Blvd./SR-90 WB Off-Ramp	A.M.	1.105	F
		P.M.	0.963	E
30	Culver Blvd./SR-90 EB Ramps	A.M.	0.527	A
		P.M.	0.380	A
31	Centinela Ave./Sanford St.–SR-90 WB Off-Ramp	A.M.	0.666	B
		P.M.	0.605	B
32	Centinela Ave./SR-90 EB Ramps	A.M.	0.798	C
		P.M.	0.711	C
33	Centinela Ave.—Campus Center Dr./Jefferson Blvd.	A.M.	1.069	F
		P.M.	0.879	D

Source: Linscott, Law & Greenspan, 2017.

5. Project Impacts

a. Thresholds of Significance

In accordance with the State CEQA Guidelines Appendix G, the Project would have a significant impact related to transportation/traffic if it would:

Threshold (a): Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit; or

Threshold (b): Conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; or

Threshold (c): Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; or

Threshold (d): Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) ; or

Threshold (e): Result in inadequate emergency access; or

Threshold (f): Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

For this analysis the Appendix G Thresholds provided above are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

The methodology and base assumptions used in this analysis were established by LADOT, and, where LADOT does not prescribe a specific methodology, the criteria identified in the L.A. CEQA Thresholds Guide were used. The L.A. CEQA Thresholds Guide criteria is discussed below as part of the methodology discussion.

b. Methodology

(1) Performance of Circulation System

(a) Construction Impacts

The L.A. CEQA Thresholds Guide identifies four types of in-street construction impacts and a number of factors for determining the significance of a project's construction-related traffic impacts. Each of the four types of construction impacts refers to a particular population that could be inconvenienced by construction activities. In evaluating construction traffic, the potential impacts on the following populations may be considered:

- Vehicular travelers on roadways;
- Visitors entering and leaving sites;
- Bus travelers; and
- Parkers.

(b) Operational Impacts

(i) Intersection Capacity

The L.A. CEQA Thresholds Guide (page L.1-3) and LADOT criteria state that a project would normally have a significant impact on signalized intersection capacity if the project's traffic causes an increase in the V/C ratio at the intersection based on the following sliding scale:

Intersection Conditions With Project Traffic		
Level of Service	**Volume-to-Capacity (V/C) Ratio**	**Project-Related Increase in Volume-to-Capacity (V/C) Ratio**
C	0.701–0.800	≥ 0.04
D	0.801–0.900	≥ 0.02
E, F	> 0.900	≥ 0.01

Source: Los Angeles Department of Transportation.

This same criteria is also used by the City of Culver City for determining impacts on signalized intersection capacity.

The impact of the added traffic volumes that would be generated by the Project was evaluated based on analysis of operating conditions at the study area intersections, without

and with the Project. As required by CEQA and LADOT's *Transportation Impact Study Guidelines*, the Project's impacts were evaluated against Existing (2017) and Future (2023) traffic conditions. The following discussion describes the components of the Project's operational traffic impact analysis.

(ii) Level of Service Methodology

(1) Signalized Intersections

As discussed above, 24 of the 33 signalized intersections in the study area are located within the City of Los Angeles, five of the study intersections are located within the City of Culver City, one of the study intersections is located within the County of Los Angeles, and the remaining three intersections are under the dual jurisdiction of the City of Los Angeles and the County of Los Angeles. In addition, of the 33 signalized intersections in the study area, eight intersections are located under the jurisdiction of both the City of Los Angeles and Caltrans.

The existing and future traffic volumes at all of the signalized study intersections within the City of Los Angeles and the City of Culver City were evaluated using the CMA methodology, which, as discussed above, determines V/C ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned an LOS value to describe intersection operations. Table IV.J-3 on page IV.J-20 defines the ranges of V/C ratios and their corresponding LOS value.

Additionally, a supplemental Intersection Capacity Utilization method was used to determine volume-to-capacity ratios and corresponding Levels of Service for the study intersections located within or shared with the County of Los Angeles (Intersection Nos. 3, 9, 10, and 11).

(a) Project Trip Generation

The number of trips expected to be generated by the Project on a daily basis and during the A.M. peak hour were estimated using rates published in the Institute of Transportation Engineers' *Trip Generation, 9th Edition* manual. These rates are based on surveys of similar land uses at sites around the country. These data are nationally recognized, and are used as the basis for most traffic studies conducted in the City of Los Angeles and the surrounding region. Since the Project is located in the Coastal Transportation Corridor Specific Plan, the number of trips expected to be generated by the Project during the P.M. peak hour were estimated using local rates published in the Coastal Plan.

As discussed in Section II, Project Description, of this Draft EIR, the Project includes the development of 658 residential units and approximately 27,300 square feet of

neighborhood-serving commercial uses, including approximately 13,650 square feet of retail space and approximately 13,650 square feet of restaurant space. The Project would replace the three existing shopping center-related buildings within the Project Site that together comprise approximately 100,781 square feet and associated surface parking areas.

Based on the proposed uses, the number of trips expected to be generated by the Project were estimated using trip-generation rates for apartments, high-turnover restaurant, and shopping center developments published in the Institute of Transportation Engineers' *Trip Generation, 9th Edition* manual.

Appropriate trip reductions, determined in consultation with LADOT and in accordance with LADOT's *Transportation Impact Study Guidelines*, were applied to the Project trip-generation rates to account for public transit usage and trips generated by existing uses on the Project Site. Specifically, a 15-percent transit reduction adjustment was applied to the trips generated by the Project. The transit reduction is based on the Project Site's proximity to various bus lines, as described in Section 2.c.(2)(b), above, as well as the land use characteristics of the Project. An internal capture reduction of 15 percent was also utilized to account for the interaction between the residential and commercial land uses. In addition, based on the *LADOT Policy on Pass-By Trips*, a 20-percent pass-by reduction adjustment was applied to the restaurant land use component of the Project, a 50-percent pass-by reduction adjustment for Shopping Center less than 50,000 square feet was applied to the retail commercial land use component of the Project, and a 30-percent pass-by reduction adjustment for Shopping Center 100,000 to less than 300,000 square feet was applied to the existing shopping center commercial floor area.

The Project's resulting trip generation is summarized in Table IV.J-7 on page IV.J-34. As summarized therein, after accounting for the existing uses proposed to be removed and the adjustments stated above, the Project is expected to generate approximately 2,079 net new trips on a typical weekday. Specifically, the Project is expected to generate 296 net new trips (60 inbound, 236 outbound) during the A.M. peak hour and 83 net new trips (increase in 115 inbound trips and decrease in 32 outbound trips) during the P.M. peak hour.

(b) Project Trip Distribution and Assignment

The traffic volumes generated by the Project (both entering and exiting the Project Site) have been distributed and assigned to the adjacent street system based on the following considerations:

Table IV.J-7
Project Trip Generation

Land Use	Size	Daily Trip Ends Volume[a]	A.M. Peak-Hour Volume[a]			P.M. Peak-Hour Volume[a]		
			In	Out	Total	In	Out	Total
Project Driveway Trips								
Project								
Apartments[b]	658 du	4,376	67	269	336	300	161	461
Restaurant[c]	13,650 gsf	1,736	81	67	148	86	57	143
Retail Commercial[d]	13,650 glsf	583	8	5	13	96	103	199
Subtotal		*6,695*	*156*	*341*	*497*	*482*	*321*	*803*
Internal Capture								
Apartments[e]		(347)	(13)	(11)	(24)	(27)	(24)	(51)
Restaurant (15%)[f]		(260)	(12)	(10)	(22)	(13)	(9)	(22)
Retail Commercial (15%)[f]		(87)	(1)	(1)	(2)	(14)	(15)	(29)
Subtotal		*(694)*	*(26)*	*(22)*	*(48)*	*(54)*	*(48)*	*(102)*
Transit Trips[g]								
Apartments (15%)		(604)	(8)	(39)	(47)	(41)	(21)	(62)
Restaurant (15%)		(221)	(10)	(9)	(19)	(11)	(7)	(18)
Retail Commercial (15%)		(74)	(1)	(1)	(2)	(12)	(13)	(25)
Subtotal		*(899)*	*(19)*	*(49)*	*(68)*	*(64)*	*(41)*	*(105)*
Total Project Driveway Trips		**5,102**	**111**	**270**	**381**	**364**	**232**	**596**
Existing Driveway Trips								
Existing Land Use								
Shopping Center Commercial[d]	(100,781 glsf)	(4,303)	(60)	(37)	(97)	(339)	(367)	(706)
Transit Trips[g]								
Existing Use (15%)		645	9	6	15	51	55	106
Total Existing Driveway Trips		**(3,658)**	**(51)**	**(31)**	**(82)**	**(288)**	**(312)**	**(600)**
Net Increase Driveway Trips		**1,444**	**60**	**239**	**299**	**76**	**(80)**	**(4)**
Proposed Pass-By Trips[h]								
Restaurant (20%)		(251)	(12)	(10)	(22)	(12)	(8)	(20)
Retail Commercial (50%)		(211)	(3)	(2)	(5)	(35)	(38)	(73)
Existing Pass-By Trips[h]								
Existing Use (30%)		1,097	15	9	24	86	94	180
Net Increase "Off-Site" Trips		**2,079**	**60**	**236**	**296**	**115**	**(32)**	**83**

Table IV.J-7 (Continued)
Project Trip Generation

Land Use	Size	Daily Trip Ends Volume[a]	A.M. Peak-Hour Volume[a]			P.M. Peak-Hour Volume[a]		
			In	Out	Total	In	Out	Total

du = dwelling units

gsf = gross square feet

glsf = gross leasable square feet

[a] *Trips are one-way traffic movements, entering or leaving.*

[b] *ITE Land Use Code 220 (Apartment) trip-generation average rates.*
– Daily Trip Rate: 6.65 trips/dwelling unit; 50 percent inbound/50 percent outbound
– A.M. Peak-Hour Trip Rate: 0.51 trip/dwelling unit; 20 percent inbound/80 percent outbound
– P.M. Peak-Hour Directional Distribution: 65 percent inbound/35 percent outbound
For multi-story apartments, P.M. peak-hour trip rate is based on the Coastal Transportation Corridor Specific Plan.
– P.M. Peak-Hour Trip Rate: 0.70 trip/dwelling unit

[c] *ITE Land Use Code 932 (High-Turnover Restaurant) trip-generation average rates.*
– Daily Weekday Trip Rate: 127.15 trips/1,000 gsf of floor area; 50 percent inbound/50 percent outbound
– A.M. Peak-Hour Trip Rate: 10.81 trips/1,000 gsf of floor area; 55 percent inbound/45 percent outbound
– P.M. Peak-Hour Directional Distribution: 60 percent inbound/40 percent outbound
For high turnover restaurant, P.M. peak-hour trip rate is based on the Coastal Transportation Corridor Specific Plan.
– P.M. Peak-Hour Trip Rate: 10.5 trips/1,000 gsf

[d] *ITE Land Use Code 820 (Shopping Center) trip-generation average rates.*
– Daily Trip Rate: 42.70 trips/1,000 glsf of leasable area; 50 percent inbound/50 percent outbound
– A.M. Peak-Hour Trip Rate: 0.96 trip/1,000 glsf of leasable area; 62 percent inbound/38 percent outbound
– P.M. Peak-Hour Directional Distribution: 48 percent inbound/52 percent outbound
For shopping center less than 30,000 sf, P.M. peak-hour trip rate is based on the Coastal Transportation Corridor Specific Plan.
– P.M. Peak-Hour Trip Rate: 14.6 trips/1,000 glsf
For shopping center 30,000 sf or more, P.M. peak-hour trip rate is based on the Coastal Transportation Corridor Specific Plan.
– P.M. Peak-Hour Trip Rate: -0.001(A) + 323.5/(A) + 3.9 trips/1,000 glsf, [where (A) = floor area/(1,000 GLSF)]

[e] *The internal capture reduction for the residential use is based on the internal capture reduction of the restaurant and retail commercial uses.*

[f] *The internal capture reduction for the restaurant and commercial retail is based on the synergy between all the land uses provided within the Project site.*

[g] *A 15-percent transit use reduction applied, based on the project site being located within 0.25 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the Project and existing land uses based on the LADOT Transportation Impact Study Guidelines, December 2016, for developments within a 0.25-mile walking distance of a transit station or a Rapid Bus stop.*

[h] *Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to*

Table IV.J-7 (Continued)
Project Trip Generation

Land Use	Size	Daily Trip Ends Volume[a]	A.M. Peak-Hour Volume[a]			P.M. Peak-Hour Volume[a]		
			In	Out	Total	In	Out	Total
the commercial component of the project based on the LADOT Transportation Impact Study Guidelines, December 2016, for High Turnover Restaurant, Shopping Center less than 50,000 sf and Shopping Center 100,000 sf to less than 300,000 sf.								
Source: ITE Trip Generation, 9th Edition, 2012; Coastal Transportation Corridor Specific Plan, 1993.								

- The Project Site's proximity to major traffic corridors (i.e., Lincoln Boulevard, SR-90, Venice Boulevard, Washington 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;
- Nearby population and employment centers, as well as adjacent residential neighborhoods; and
- Input from LADOT.

The general directional traffic distribution patterns for each land use proposed as part of the Project are presented in Figure 7-2 and 7-3 of the Transportation Study included in Appendix M of this Draft EIR.

(iii) Traffic Signal Warrant Analysis

As discussed above, three stop-sign controlled intersections were selected for analysis to determine the potential need for traffic signal installation. The signal warrant analysis was conducted in accordance with the traffic signal warrants provided in Chapter 4C of the *California Manual of Uniform Traffic Control Devices 2014 Edition*. Specifically, the signal warrant analysis for the Project was based on Signal Warrant 2 (Four Hour Vehicular Volume) and Signal Warrant 3 (Peak-Hour Volume). The satisfaction of traffic signal warrants does not necessarily justify the installation of a traffic signal.

(1) Warrant 2: Four Hour Vehicular Volume Warrant

The Four Hour Vehicular Volume Warrant is intended for application at locations where a large volume of traffic along a major street occurs during any four one-hour periods of a day. The lower threshold for a major street approach with two or more lanes is 400 vehicles per hour while the lower threshold for a minor street with one approach lane is 80 vehicles per hour.

(2) Warrant 3: Peak Hour Volume Warrant

The Peak Hour Volume Warrant is applied for land uses that attract or discharge large numbers of vehicles over a short period of time. The lower threshold for a major street approach with two or more lanes is 500 vehicles per hour while the lower threshold for a minor street approach with one lane is 100 vehicles per hour.

(iv) Residential Street Segments

As provided in the *L.A. CEQA Thresholds Guide* (page L.4-1), the analysis of residential street segment impacts involves an evaluation of project-generated traffic that could be diverted or shifted onto local streets in adjacent residential neighborhoods and includes a review of a project site's access locations in relation to neighborhood streets, traffic controls, and capacity of area streets.

While the *L.A. CEQA Thresholds Guide* identifies a methodology with respect to potential residential street segment impacts, LADOT also establishes a methodology for evaluating these impacts. For purposes of this analysis, LADOT's methodology was used in evaluating potential residential street segment impacts. As described in LADOT's *Transportation Impact Study Guidelines,* a local residential street can be potentially impacted by an increase in average daily traffic (ADT) volumes. In accordance with LADOT's *Transportation Study Policies and Procedures*, an analysis is required for residential street segments if a project meets all of the following four conditions:

1. The project is a non-residential development and not a school.

2. The arterial that would normally be used for project access is sufficiently congested, such that motorists traveling on the arterial may opt to divert to a parallel route through a residential street. The congestion level of the arterial can be determined based on the estimated LOS under project conditions of the study intersection(s); LOS E and F are considered to represent congested conditions.

3. The project is projected to add a significant amount of traffic to the congested arterial that can potentially shift to an alternative route. Project traffic on a local

residential street would need to exceed the daily minimum significance thresholds listed below in Subsection 5.b(b).

4. The local residential street(s) provides motorists with a viable alternative route.

Based on the above, the Project does not meet any of the four conditions. The Project is primarily residential in nature (some commercial uses are proposed but would actually result in less commercial floor area on the Project Site than the existing condition). Further, streets that would provide access to the Project Site (e.g., Glencoe Avenue, Maxella Avenue, etc.) are Collector Streets, not Local Streets, per the Mobility Plan 2035. As described above, Mobility Plan 2035 defines Collector Streets as streets generally located in residential neighborhoods that provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. Therefore, the streets surrounding the Project Site would not provide viable alternative access. In addition, LADOT did not require or request an analysis of residential street segments; therefore, no residential street segment analysis was conducted.

(v) Freeway Capacity

The L.A. CEQA Thresholds Guide (page L.3.2) states that a project would normally have a significant freeway capacity impact if project traffic causes an increase in the demand-to-capacity (D/C) ratio on a freeway segment or freeway on- or off-ramp of 2 percent or more capacity (D/C increase $\geq$ 0.02), which causes or worsens LOS F conditions (D/C >1.00). As detailed further below, the analysis included herein used the County's CMP Transportation Impact Analysis guidelines to evaluate potential impacts on CMP freeway segments, as well as Caltrans' screening criteria to identify potential impacts to freeway capacity.

(vi) Transit System

The L.A. CEQA Thresholds Guide (page L.6-2) states that 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 project and available transit capacity.

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of person trips, which in turn is based on the number of vehicle trips. This methodology assumes an average vehicle occupancy factor of 1.4 persons per vehicle in order to estimate the number of person trips to and from a project. The CMP guidelines further estimate that approximately 3.5 percent of the total project person trips may use public transit to travel to and from a project site. A determination is then made as to whether existing transit

lines could accommodate the Project's transit demand pursuant to the thresholds of significance below.

(2) Congestion Management Program

The L.A. CEQA Thresholds Guide does not include factors and/or considerations regarding impacts to the County of Los Angeles CMP. The potential impacts of the Project on CMP monitoring stations and freeways were analyzed in accordance with the CMP Transportation Impact Analysis guidelines. In order to address the potential for regional traffic impacts, the number of net new peak-hour project trips was added to the CMP intersection and freeway locations in the vicinity of the Project Site to determine whether these volumes exceed the CMP thresholds of 150 vehicles per hour for freeway segments or 50 vehicle trips per hour for arterial monitoring stations. According to Section D.9.1 of the 2010 CMP manual, a significant impact requiring mitigation occurs if Project traffic increases traffic demand on a CMP facility by 2 percent of capacity (V/C greater than 0.02), causing or worsening LOS F (V/C > 1.00). The CMP impact criteria apply for analysis of both intersection and freeway locations.

(3) Changes in Air Traffic Patterns

The L.A. CEQA Thresholds Guide does not include factors and/or considerations regarding impacts to changes in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. This only applies to Projects in air land use plans.

(4) Hazardous Design Features

The Project design, including proposed infrastructure improvements, land uses, and open spaces, will be reviewed to determine if the Project will increase and/or create a hazardous design feature(s) and/or incompatible use.

The L.A. CEQA Thresholds Guide (page L.5-3) states that the determination of potential impacts related to bicycle, pedestrian, and vehicular safety shall be determined on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facility the project driveway(s) crosses and the level of utilization.

- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle impacts.

(5) Access

According to the L.A. CEQA Thresholds Guide (page L.5-2), a project would have a significant impact on project access if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the A.M. or P.M. peak hours under cumulative plus project conditions (Future With Project Conditions).

(6) Public Transit, Bicycle and Pedestrian Facilities

The factors and considerations included in the L.A. CEQA Thresholds Guide regarding public transit, bicycle, and pedestrians, including public transit capacity, in-street construction impacts to bus routes and visitors (including bicyclists and pedestrians), and bicycle and pedestrian safety, are stated above. Please refer to Section IV.G, Land Use, of this Draft EIR, for an analysis of the Project and applicable adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

(7) Caltrans Facilities Analysis

The Caltrans facilities analysis addresses the Project's potential impact on Caltrans facilities in accordance with the requirements of the *First Amendment to the Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (LADOT and Caltrans, December 2015). This agreement identifies four screening criteria to determine whether a Project must complete a full impact analysis on Caltrans facilities. These screening criteria are based on the current traffic volumes and capacities of nearby freeway mainline segments and freeway off-ramps, and the amount of project traffic expected to be added to those facilities. The four screening criteria are as follows:

- The project's peak-hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or

- The project's peak-hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or

- The project's peak-hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or

- The project's peak-hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed capacity of 850 vehicles per hour per lane).

If the Project exceeds any of the screening criteria identified above, further consultation with Caltrans and analyses of Caltrans facilities are required.

c. Analysis of Project Impacts

(1) Project Design Features

TR-PDF-1: Prior to the start of construction, the Project Applicant will prepare a Construction Traffic Management Plan and submit it to LADOT for review and approval. The Construction Traffic Management Plan will include a Worksite Traffic Control Plan and submit it to the Los Angeles Department of Transportation for review and approval. The Worksite Traffic Control Plan will identify the location of any temporary street parking or sidewalk closures; show traffic/bus detours, haul routes, and hours of operation; provide for the posting of signs advising transit riders and pedestrians of temporary sidewalk closures and providing alternative routes; provide for the installation of other construction-related warning signs; and show access to abutting properties. Furthermore, the Construction Traffic Management Plan and Worksite Traffic Control Plan will include, but not be limited to, the following measures:

- Maintain access for land uses in the vicinity of the Project Site during construction;
- Schedule construction material deliveries during off-peak periods to the extent practical;
- Organize Project Site deliveries and the staging of all equipment and materials in the most efficient manner possible, and on-site where possible, to avoid an impact to the surrounding roadways;
- Coordinate truck activity and deliveries to ensure trucks do not wait to unload or load at the Project Site and impact roadway traffic, and if needed, utilize an organized off-site staging area;
- Control truck and vehicle access to the Project Site with flagmen;
- Prepare a haul truck route program that specifies the construction truck routes to and from the Project Site;
- Limit sidewalk and lane closures to the maximum extent practical, and avoid peak hours to the extent practical. Where such closures are necessary, the Project's Worksite Traffic Control Plan will identify the location of any sidewalk or lane closures and identify all

traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity; and/or

- Parking for construction workers will be provided either on-site or at off-site, off-street locations.

TR-PDF-2: The Project will relocate the existing traffic signal on Maxella Avenue at the crosswalk approximately 100 feet to the west of the Ocean Way intersection such that all movements (vehicular, pedestrian, and bicycle) would be controlled by a traffic signal, which will be subject to LADOT approval.

(2) Project Impacts

Threshold (a): Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

(a) Construction Impacts

As discussed above in the Methodology Subsection, the L.A. CEQA Thresholds Guide identifies the following four types of in-street construction impacts:

- Temporary traffic impacts: potential impacts on vehicular travelers on roadways;
- Temporary loss of access: potential impacts on visitors entering and leaving sites;
- Temporary loss of bus stops or rerouting of bus lines: potential impacts on transit riders; and
- Temporary loss of on-street parking: potential impacts on parkers.

The following discussion addresses each of these potential impacts based on the construction characteristics of the Project. As discussed in Section II, Project Description, of this Draft EIR, Project construction is anticipated to occur in one phase and would commence in 2020. Project construction would occur for approximately 37 months and be completed in 2023. Construction activities would consist of five principal phases, which are expected to be largely sequential in duration: (1) demolition; (2) grading and shoring/ excavation; (3) foundation to street level; (4) building construction; and (5) paving/concrete/ landscaping. It is noted that since peak haul truck activity would occur during shoring/

excavation and peak worker activity would occur during building construction, the construction analysis considered the peak haul trips and construction worker trips during these two phases of construction.

(i) Shoring/Excavation—Vehicle Trips

During the shoring/excavation phase, it is estimated that approximately 220,000 cubic yards of material would be excavated and exported from the Project Site over a period of approximately 262 working days. Hauling of material from the Project Site would occur on weekdays between 7:00 A.M. and 3:00 P.M. (i.e., an 8-hour period). Assuming haul trucks with a capacity of 14 cubic yards are used, approximately 840 cubic yards of material would be exported each workday, requiring approximately 60 truck round-trips per day (60 inbound and 60 outbound).[10] Haul trucks would travel on approved truck routes designated by the City by the Los Angeles Board of Building and Safety Commissioners. The Project trucks would use the most direct route to transport demolition and construction debris from the Project Site to the designated landfill. Subject to LADOT approval, the haul route from the Project Site is anticipated to be via Glencoe Avenue to Mindanao Way to SR-90. Incoming haul trucks would be anticipated to access the Project Site via SR-90 to Lincoln Boulevard to Maxella Avenue. This haul route may be modified in compliance with City policies, provided LADOT and/or the Department of Street Services approves any such modification.

In addition to the trips by hauling trucks, approximately two truck round-trips for delivery of construction materials are expected per day (2 inbound and 2 outbound). Thus, as summarized in Table IV.J-8 on page IV.J-44, up to 124 daily truck trips (62 inbound, 62 outbound) are forecasted to occur during the shoring/excavation phase, with approximately 16 trips per hour (8 inbound and 8 outbound) uniformly over a typical 8-hour workday.[11] As provided in Table IV.J-8, during this period, a maximum of 30 round-trips per day by construction workers (30 inbound and 30 outbound), or 60 daily truck trips is expected.

As shown in Table IV.J-8, based on regionally accepted standards, a passenger car equivalency (PCE) of 2.0 was applied to equate larger trucks to passenger vehicles during

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[10] *Total excavation material per day = 220,000 cubic yards / 262 working days = 840 cubic yards per day*
Total haul trucks per day = 840 cubic yards per day / 14 cubic yard truck capacity = 60 trucks per day

[11] *Total trucks per day = 60 haul trucks + 2 delivery trucks = 62 trucks per day*

Total daily truck trips = 62 daily trucks x 2 trips per day (1 trip inbound & 1 trip outbound) = 124 daily truck trips (62 inbound trips and 62 outbound trips)

Total hourly truck trips = 124 daily truck trips (62 inbound trips and 62 outbound trips) / 8-hour workday = 15.5 hourly trips ≈ 16 hourly trips (8 inbound trips and 8 outbound trips).

Table IV.J-8
Construction Trip Generation

Phase	Daily Trip-End Volumes	A.M. Peak-Hour Volume			P.M. Peak-Hour Volume		
		In	Out	Total	In	Out	Total
Shoring/Excavation							
Construction Workers	60	6	0	6	0	6	6
Trucks	124	8	8	16	0	0	0
PCE (2.0) Adjusted[a]	248	16	16	32	0	0	0
Phase Total (PCE Adjusted)[b]	**308**	**22**	**16**	**38**	**0**	**6**	**6**
Building Construction							
Construction Workers	450	45	0	45	0	45	45
Trucks (Delivery/Miscellaneous)	70	4	3	7	3	4	7
PCE (2.0) Adjusted[a]	140	7	7	14	7	7	14
Phase Total (PCE Adjusted)	**590**	**52**	**7**	**59**	**7**	**52**	**59**

[a] *A Passenger Car Equivalent (PCE) factor of 2.0 was applied to all trucks based on standard traffic engineering practice to conservatively estimate the equivalent number of vehicles associated with the trucks.*

[b] *The Phase Total includes construction workers, trucks, and the PCE adjustment.*

Source: SRG Contractors, L.P., 2017.

the peak hours.[12] Accordingly, the Project's estimated 124 truck trips would be equivalent to 248 daily PCE trips. The 16 hourly truck trips would be equivalent to 32 PCE trips (16 inbound and 16 outbound) per hour. As indicated in Table IV.J-8, the shoring/ excavation phase, with combined construction worker and truck trips, is estimated to generate a total of 308 daily trips or a total of 38 A.M. peak hour trips (22 inbound and 16 outbound) and 6 P.M. peak hour trips (0 inbound and 6 outbound).

(ii) Building Construction—Construction Worker Trips and Parking

Construction worker traffic would depend on the number of construction workers employed during various construction phases, as well as the mode and time of travel of the workers. The hours of construction typically require workers to be on-site before the A.M. commuter peak period (i.e., arrive prior to 7:00 A.M.) and allow them to leave before or after the P.M. peak period (i.e., leave before 4:00 P.M. or after 6:00 P.M.). Therefore, most, if not

[12] *Transportation Research Circular No. 212 (Transportation Research Board, 1980) defines PCE for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of the Transportation Research Circular No. 212 and Exhibit 16.7 of the 2000 Highway Capacity Manual (Transportation Research Board, 2000) suggest a PCE of 2.0 for trucks.*

all, of the construction worker trips would occur outside the typical weekday commuter A.M. and P.M. peak periods. However, for purposes of this analysis, it has been conservatively assumed that 20 percent of the inbound daily trips would arrive at the Project Site during the A.M. peak hour and that 20 percent of the outbound daily trips would depart the Project Site during the P.M. peak hour. As shown in Table IV.J-8 on page IV.J-44, during peak construction worker activity (i.e., building construction), which is anticipated to occur over a 38-month period, it is estimated that the Project would generate 225 construction worker round-trips per day (225 inbound and 225 outbound), or 450 daily truck trips.[13] Since the different building components would not be constructed or installed simultaneously, and since on most days during the construction period there would be fewer than 225 workers, the construction workers trip estimate is conservative. As previously noted, these trips would generally occur outside of the A.M. and P.M. commuter peak periods. In addition, 35 round-trips by miscellaneous delivery trucks (35 inbound and 35 outbound) are estimated to occur during the building construction phase. As shown in Table IV.J-8, based on regionally accepted standards, a passenger car equivalency (PCE) of 2.0 was applied to equate larger trucks to passenger vehicles during the peak hours.[14] Accordingly, the Project's estimated 35 truck trips would be equivalent to 70 daily PCE trips. Therefore, as indicated in Table IV.J-8, the building construction phase of the Project would generate a total of approximately 590 PCE-adjusted daily trips or a total of approximately 59 morning peak-hour trips (52 inbound and 7 outbound) and 59 afternoon peak-hour trips (7 inbound and 52 outbound).

During construction, adequate parking for construction workers will be provided on-site or at off-site, off-street locations. Street parking by construction workers will not be permitted. However, street parking spaces adjacent to the Project Site on Glencoe Avenue would likely be reserved for use by construction vehicles for the duration of construction.

(iii) Temporary Traffic Impacts

As shown in Table IV.J-7 on page IV.J-34, the existing uses generate approximately 3,658 net daily trips during a typical weekday, including approximately 82 net trips during the A.M. peak hour and 600 net trips during the P.M. peak hour. In addition, operation of the Project is expected to generate approximately 2,079 net new daily trips during a typical weekday, including approximately 296 net new trips (60 inbound, 236 outbound) during the A.M. peak hour and 83 net new vehicle trips (increase in 115 inbound trips and decrease in

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[13] *Based on construction projections provided for the Project.*

[14] *Transportation Research Circular No. 212 (Transportation Research Board, 1980) defines PCE for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of the Transportation Research Circular No. 212 and Exhibit 16.7 of the 2000 Highway Capacity Manual (Transportation Research Board, 2000) suggest a PCE of 2.0 for trucks.*

32 outbound trips) during the P.M. peak hour. By comparison, as provided in Table IV.J-8 on page IV.J-44, the shoring/excavation phase is estimated to generate 308 daily trips, including 38 A.M. peak-hour trips and six P.M. peak-hour trips while the building construction phase is estimated to generate 590 daily trips, including 59 A.M. peak-hour trips and 59 P.M. peak-hour trips. Thus, construction of the Project would generate significantly fewer trips than the existing uses on the Project Site and the trips expected to be generated during operation of the Project.

Accordingly, based on the significantly lower vehicular trip generation during construction as compared to the existing uses on the Project site, the construction of the Project would not cause substantial delays and disruption of existing traffic flow, and construction traffic impacts associated with the Project would be less than significant.

(iv) Temporary Loss of Access

The construction of the Project would not require the closure of any vehicle travel lanes. This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Glencoe Avenue, which precludes the need to use the adjacent travel lanes. There may be limited instances, lasting a few hours per occurrence, during the course of construction of the Project, such as utility work within the street on Glencoe Avenue and/or Maxella Avenue, that require the use of traffic control devices, such as traffic safety cones, to slightly modify vehicular traffic flow and/or the use of flaggers to maintain two-way traffic flow on these streets. This work would be temporary in nature (e.g., during daytime hours over the course of one or a few days) and would be coordinated under review and approval with the appropriate City agencies, as needed.

Temporary closures of the sidewalks adjacent to the Project Site on Glencoe Avenue and Maxella Avenue may also be required during portions of the construction period. The use of the public right-of-way along Glencoe Avenue and Maxella Avenue would require temporary rerouting of pedestrian traffic. As such, the temporary closures of the sidewalks adjacent to the Project Site on Glencoe Avenue and Maxella Avenue would result in the temporary loss of access to sidewalks surrounding the Project Site boundary. As set forth above in Project Design Feature TR-PDF-1, the Project Applicant would prepare and submit a Worksite Traffic Control Plan to LADOT prior to the start of construction, which would identify the location of any temporary street parking or sidewalk closures, provide for the posting of signs advising pedestrians of temporary sidewalk closures and provide alternative routes, provide for the installation of other construction-related warning signs, and show access to abutting properties.

Based on the above, the Project would not require substantial roadway and/or sidewalk closures. **Therefore, temporary access impacts during construction of the Project would be less than significant.**

(v) Temporary Loss of Bus Stops

The use of the public right-of-way along Maxella Avenue adjacent to the Project Site would require the temporary relocation of bus stops. Specifically, the nearest bus stop is located adjacent to the Project Site on the south side of Maxella Avenue, west of Glencoe Avenue, and would be temporarily relocated during the duration of construction. Coordination with public transit agencies to provide advance notification of bus stop relocations and durations would be required as part of the Construction Traffic Management Plan and Worksite Traffic Control Plan pursuant to Project Design Feature TR-PDF-1. Therefore, Project construction would not result in changes to bus and/or transit service such that a substantial inconvenience to riders would occur. **Temporary impacts to bus and/or transit service would be less than significant.**

(vi) Temporary Loss of On-Street Parking

As discussed above, street parking by construction workers would not be permitted. However, street parking spaces adjacent to the Project Site on Glencoe Avenue could potentially be reserved for use by construction vehicles/equipment for the duration of construction. As these street parking spaces are likely associated with the existing uses on the Project Site (which would be removed as part of the Project), the temporary unavailability of these street parking spaces is not expected to cause an adverse effect to other nearby businesses. Furthermore, as set forth in Project Design Feature TR-PDF-1, during construction of the Project, adequate parking for construction workers will be provided either on-site or at off-site, off-street locations, which would minimize the on-street parking demand associated with Project construction. **Therefore, impacts to on-street parking during construction of the Project would be less than significant.**

(b) Operational Impacts

(i) Intersection Levels of Service (LOS)

(1) Existing with Project Conditions

As previously discussed, the analysis of Existing with Project Conditions evaluates potential project-related traffic impacts as compared to existing conditions during the typical weekday A.M. and P.M. commuter peak periods. Under this scenario, the estimated Project traffic volumes during the A.M. and P.M. peak periods were added to the existing A.M. and

P.M. peak period traffic volumes to determine the change in the V/C ratios and the corresponding LOS for all of the intersections in the study area within the jurisdiction of the City of Los Angeles and City of Culver City based on the CMA methodology.[15]

As shown in Table IV.J-9 on page IV.J-49, 28 of the 33 signalized intersections are projected to operate at LOS D or better during both the A.M. and P.M. periods under Existing with Project Conditions. The remaining five signalized intersections are projected to operate at LOS E or F during at least one of the peak periods. As provided in Table IV.J-9, the addition of Project traffic to Intersection No. 17 (Mindanao Way/SR-90 EB Ramps) would result in a change to the V/C ratio that would exceed the significance thresholds set forth above.

In addition to the above analysis, a supplemental analysis was prepared using the Intersection Capacity Utilization methodology for those study intersections located within or shared with the County of Los Angeles in order to determine volume-to-capacity ratios and corresponding Levels of Service. As shown in Table IV.J-10 on page IV.J-53, three of the four analyzed intersections are projected to operate at LOS D or better during both the A.M. and P.M. periods under Existing with Project Conditions. The remaining intersection at Lincoln Boulevard/Fiji Way is projected to operate at LOS F during the P.M. peak periods. However, the addition of traffic from the Project to the signalized intersections would not result in a change to the V/C ratio that would exceed the significance thresholds set forth above.

(2) Future with Project Conditions

The Future with Project Conditions identifies the potential incremental impacts of the Project at full buildout on projected future traffic operating conditions during the typical weekday A.M. and P.M. peak periods by adding the net Project-generated traffic to the Future without Project Conditions traffic forecasts for the year 2023. Table IV.J-11 on page IV.J-54 summarizes the intersection levels of service under the Future with Project Conditions during the weekday A.M. and P.M. peak hours for the 33 signalized intersections within the jurisdiction of the City of Los Angeles and City of Culver City. As shown, 18 of the 33 study area intersections are projected to operate at LOS D or better during both the weekday A.M. and P.M. peak hours. The remaining 15 intersections are projected to operate at LOS E or F during at least one of the peak hours. As provided in Table IV.J-11, the addition of Project traffic to Intersection No. 17 (Mindanao Way/SR-90 EB Ramps) would result in a change to the volume-to-capacity ratio that would exceed the significance thresholds set forth above.

[15] *Both of the cities of Los Angeles and Culver City utilize the CMA method for purposes of evaluating the operations of intersections within the transportation impact studies prepared for development projects.*

Table IV.J-9
Existing with Project Conditions (2017)—Intersection Peak-Hour Levels of Service and Significant Impacts
City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Existing Conditions (2017)		Existing with Project Conditions (2017)			
			V/C	LOS	V/C	LOS	Change in V/C (2 – 1)	Signif. Impact?[a]
1	Abbot Kinney Blvd./Venice Blvd.	A.M.	0.794	C	0.802	D	0.008	No
		P.M.	0.721	C	0.725	C	0.004	No
2	Abbot Kinney Blvd./Washington Blvd.	A.M.	0.553	A	0.563	A	0.010	No
		P.M.	0.529	A	0.530	A	0.001	No
3	Admiralty Way/Mindanao Way	A.M.	0.628	B	0.635	B	0.007	No
		P.M.	0.533	A	0.532	A	-0.001	No
4	Lincoln Blvd./Rose Ave.	A.M.	0.768	C	0.773	C	0.005	No
		P.M.	0.775	C	0.777	C	0.002	No
5	Lincoln Blvd./Venice Blvd.	A.M.	0.827	D	0.835	D	0.008	No
		P.M.	0.821	D	0.821	D	0.000	No
6	Lincoln Blvd./Washington Blvd.	A.M.	0.883	D	0.885	D	0.002	No
		P.M.	0.837	D	0.842	D	0.005	No
7	Lincoln Blvd./Marina Pointe Dr.–Maxella Ave.[b]	A.M.	0.606	F	0.615	F	0.009	No
		P.M.	0.572	F	0.575	F	0.003	No
8	Lincoln Blvd./SR-90 Ramps[b]	A.M.	0.727	F	0.727	F	0.000	No
		P.M.	0.711	F	0.713	F	0.002	No
9	Lincoln Blvd./Bali Way	A.M.	0.453	A	0.457	A	0.004	No
		P.M.	0.553	A	0.552	A	-0.001	No
10	Lincoln Blvd./Mindanao Way	A.M.	0.692	B	0.694	B	0.002	No
		P.M.	0.785	C	0.787	C	0.002	No
11	Lincoln Blvd./Fiji Way	A.M.	0.798	C	0.802	D	0.004	No
		P.M.	1.306	F	1.305	F	-0.001	No
12	Lincoln Blvd./Jefferson Blvd.	A.M.	0.896	D	0.898	D	0.002	No
		P.M.	0.707	C	0.708	C	0.001	No

Table IV.J-9 (Continued)
Existing with Project Conditions (2017)—Intersection Peak-Hour Levels of Service and Significant Impacts
City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Existing Conditions (2017)		Existing with Project Conditions (2017)			
			V/C	LOS	V/C	LOS	Change in V/C (2 – 1)	Signif. Impact?[a]
13	Glencoe Ave./Washington Blvd.	A.M.	0.696	B	0.714	C	0.018	No
		P.M.	0.757	C	0.773	C	0.016	No
14	Glencoe Ave./Maxella Ave.	A.M.	0.439	A	0.489	A	0.050	No
		P.M.	0.417	A	0.419	A	0.002	No
15	Mindanao Way/Glencoe Ave.	A.M.	0.519	A	0.582	A	0.063	No
		P.M.	0.647	B	0.651	B	0.004	No
16	Mindanao Way/SR-90 WB Ramps	A.M.	0.588	A	0.615	B	0.027	No
		P.M.	0.587	A	0.588	A	0.001	No
17	Mindanao Way/SR-90 EB Ramps	A.M.	0.798	C	0.826	D	0.028	Yes
		P.M.	0.842	D	0.840	D	-0.002	No
18	Beethoven St./Venice Blvd.	A.M.	0.809	D	0.814	D	0.005	No
		P.M.	0.736	C	0.738	C	0.002	No
19	Zanja St./Washington Blvd.–Washington Pl.	A.M.	0.537	A	0.549	A	0.012	No
		P.M.	0.600	A	0.606	B	0.006	No
20	Centinela Ave./Venice Blvd.	A.M.	0.928	E	0.934	E	0.006	No
		P.M.	0.882	D	0.885	D	0.003	No
21	Centinela Ave./Washington Pl.	A.M.	0.773	C	0.779	C	0.006	No
		P.M.	0.764	C	0.766	C	0.002	No
22	Centinela Ave./Washington Blvd.	A.M.	0.729	C	0.731	C	0.002	No
		P.M.	0.769	C	0.769	C	0.000	No
23	Centinela Ave./Short Ave.	A.M.	0.496	A	0.499	A	0.003	No
		P.M.	0.596	A	0.603	B	0.007	No
24	Centinela Ave./Culver Blvd.	A.M.	0.898	D	0.905	E	0.007	No
		P.M.	0.878	D	0.880	D	0.002	No

Table IV.J-9 (Continued)
Existing with Project Conditions (2017)—Intersection Peak-Hour Levels of Service and Significant Impacts
City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Existing Conditions (2017)		Existing with Project Conditions (2017)			
			V/C	LOS	V/C	LOS	Change in V/C (2 – 1)	Signif. Impact?[a]
25	Inglewood Blvd./Washington Pl.	A.M.	0.813	D	0.817	D	0.004	No
		P.M.	0.711	C	0.713	C	0.002	No
26	Walgrove Ave./Venice Blvd.	A.M.	0.696	B	0.696	B	0.000	No
		P.M.	0.682	B	0.682	B	0.000	No
27	Redwood Avenue/Washington Blvd.	A.M.	0.545	A	0.560	A	0.015	No
		P.M.	0.614	B	0.614	B	0.000	No
28	Alla Road/ SR-90 WB Off-Ramp	A.M.	0.560	A	0.562	A	0.002	No
		P.M.	0.245	A	0.249	A	0.004	No
29	Culver Blvd./SR-90 WB Off-Ramp	A.M.	0.831	D	0.834	D	0.003	No
		P.M.	0.784	C	0.784	C	0.000	No
30	Culver Blvd./SR-90 EB Ramps	A.M.	0.411	A	0.411	A	0.000	No
		P.M.	0.312	A	0.312	A	0.000	No
31	Centinela Ave./Sanford St.–SR-90 WB Off-Ramp	A.M.	0.553	A	0.555	A	0.002	No
		P.M.	0.513	A	0.513	A	0.000	No
32	Centinela Ave./SR-90 EB Ramps	A.M.	0.609	B	0.610	B	0.001	No
		P.M.	0.577	A	0.576	A	-0.001	No
33	Centinela Ave.—Campus Center Dr./Jefferson Blvd.	A.M.	0.873	D	0.874	D	0.001	No
		P.M.	0.750	C	0.749	C	-0.001	No

[a] *According to LADOT's Transportation Impact Study Guidelines, December 2016, and the City of Culver City, a transportation impact on an intersection shall be deemed significant as follows:*

Final V/C	*LOS*	*Project-Related Increase in V/C*
> 0.701–0.800	*C*	*≥ 0.040*
> 0.801–0.900	*D*	*≥ 0.020*

Table IV.J-9 (Continued)
Existing with Project Conditions (2017)—Intersection Peak-Hour Levels of Service and Significant Impacts
City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Existing Conditions (2017)		Existing with Project Conditions (2017)			
			V/C	LOS	V/C	LOS	Change in V/C (2 – 1)	Signif. Impact?[a]
	> 0.901	*E, F*	*≥ 0.010*					

[b] *Based on field observations, vehicle movements are constrained at times during peak periods due to downstream conditions. Therefore, a LOS F value has been assigned to describe existing and future conditions.*

Source: Linscott, Law & Greenspan, 2017.

Table IV.J-10
Existing with Project Conditions (2017)—Intersection Peak-Hour Levels of Service and Significant Impacts—County of Los Angeles Intersections

No.	Intersection	Peak Hour	Existing Conditions (2017)		Existing with Project Conditions (2017)			
			V/C	LOS	V/C	LOS	Change in V/C (2 – 1)	Signif. Impact?[a]
3	Admiralty Way/Mindanao Way	A.M.	0.748	C	0.755	C	0.007	No
		P.M.	0.665	B	0.667	B	0.002	No
9	Lincoln Blvd./Bali Way	A.M.	0.580	A	0.584	A	0.004	No
		P.M.	0.671	B	0.670	B	-0.001	No
10	Lincoln Blvd./Mindanao Way	A.M.	0.781	C	0.784	C	0.003	No
		P.M.	0.862	D	0.864	D	0.002	No
11	Lincoln Blvd./Fiji Way	A.M.	0.763	C	0.767	C	0.004	No
		P.M.	1.236	F	1.235	F	-0.001	No

[a] *According to Los Angeles County Department of Public Works' Traffic Impact Analysis Report Guidelines, January 1997, a transportation impact on an intersection shall be deemed significant as follows:*

Final V/C	*LOS*	*Project-Related Increase in V/C*
> 0.701–0.800	*C*	*≥ 0.040*
> 0.801–0.900	*D*	*≥ 0.020*
> 0.901	*E, F*	*≥ 0.010*

Source: Linscott, Law & Greenspan, 2017.

In addition to the above analysis, a supplemental analysis was prepared using the Intersection Capacity Utilization methodology for those study intersections located in or shared with the County of Los Angeles in order to determine V/C ratios and corresponding Levels of Service. As shown in Table IV.J-12 on page IV.J-58, all of the four analyzed intersections are projected to operate at LOS D or worse during both the A.M. and P.M. periods under Future with Project Conditions. Furthermore, as shown in Table IV.J-12, application of the County's threshold criteria to the Future with Project Condition indicates that significant impacts are forecasted at two of the four study intersections (Intersection No. 10 Lincoln Boulevard/Mindanao Way and Intersection No. 11 Lincoln Boulevard/ Fiji Way).

(ii) Traffic Signal Warrant

As discussed above, a supplemental analysis was conducted at the existing stop-sign controlled intersection located near the Project Site (the Del Rey Avenue/Maxella Avenue intersection) to determine if traffic signal installation may be warranted following

Table IV.J-11
Future with Project Conditions (2023) —Intersection Peak-Hour Levels of Service and Significant Impacts—City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Future without Project Conditions (2023)		Future with Project Conditions (2023)			
			V/C	LOS	V/C	LOS	Change in V/C (4 – 3)	Signif. Impact?[a]
1	Abbot Kinney Blvd./Venice Blvd.	A.M.	0.895	D	0.903	E	0.008	No
		P.M.	0.789	C	0.793	C	0.004	No
2	Abbot Kinney Blvd./Washington Blvd.	A.M.	0.609	B	0.619	B	0.010	No
		P.M.	0.600	A	0.601	B	0.001	No
3	Admiralty Way/Mindanao Way	A.M.	0.717	C	0.724	C	0.007	No
		P.M.	0.624	B	0.624	B	0.000	No
4	Lincoln Blvd./Rose Ave.	A.M.	0.873	D	0.878	D	0.005	No
		P.M.	0.896	D	0.899	D	0.003	No
5	Lincoln Blvd./Venice Blvd.	A.M.	0.958	E	0.966	E	0.008	No
		P.M.	0.960	E	0.960	E	0.000	No
6	Lincoln Blvd./Washington Blvd.	A.M.	1.019	F	1.021	F	0.002	No
		P.M.	0.957	E	0.962	E	0.005	No
7	Lincoln Blvd./Marina Pointe Dr.–Maxella Ave.[b]	A.M.	0.706	F	0.715	F	0.009	No
		P.M.	0.678	F	0.680	F	0.002	No
8	Lincoln Blvd./SR-90 Ramps[b]	A.M.	0.839	F	0.840	F	0.001	No
		P.M.	0.837	F	0.839	F	0.002	No
9	Lincoln Blvd./Bali Way	A.M.	0.553	A	0.558	A	0.005	No
		P.M.	0.648	B	0.647	B	-0.001	No
10	Lincoln Blvd./Mindanao Way	A.M.	0.797	C	0.801	D	0.004	No
		P.M.	0.902	E	0.904	E	0.002	No
11	Lincoln Blvd./Fiji Way	A.M.	0.950	E	0.955	E	0.005	No
		P.M.	1.465	F	1.464	F	-0.001	No

Table IV.J-11 (Continued)
Future with Project Conditions (2023) —Intersection Peak-Hour Levels of Service and Significant Impacts—City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Future without Project Conditions (2023)		Future with Project Conditions (2023)			
			V/C	LOS	V/C	LOS	Change in V/C (4 – 3)	Signif. Impact?[a]
12	Lincoln Blvd./Jefferson Blvd.	A.M.	1.040	F	1.042	F	0.002	No
		P.M.	0.857	D	0.858	D	0.001	No
13	Glencoe Ave./Washington Blvd.	A.M.	0.784	C	0.802	D	0.018	No
		P.M.	0.858	D	0.874	D	0.016	No
14	Glencoe Ave./Maxella Ave.	A.M.	0.504	A	0.552	A	0.048	No
		P.M.	0.498	A	0.501	A	0.003	No
15	Mindanao Way/Glencoe Ave.	A.M.	0.621	B	0.685	B	0.064	No
		P.M.	0.729	C	0.732	C	0.003	No
16	Mindanao Way/SR-90 WB Ramps	A.M.	0.662	B	0.688	B	0.026	No
		P.M.	0.656	B	0.657	B	0.001	No
17	Mindanao Way/SR-90 EB Ramps	A.M.	0.913	E	0.941	E	0.028	Yes
		P.M.	0.934	E	0.931	E	-0.003	No
18	Beethoven St./Venice Blvd.	A.M.	0.885	D	0.889	D	0.004	No
		P.M.	0.802	D	0.803	D	0.001	No
19	Zanja St./Washington Blvd.–Washington Pl.	A.M.	0.598	A	0.611	B	0.013	No
		P.M.	0.664	B	0.671	B	0.007	No
20	Centinela Ave./Venice Blvd.	A.M.	1.025	F	1.032	F	0.007	No
		P.M.	0.986	E	0.989	E	0.003	No
21	Centinela Ave./Washington Pl.	A.M.	0.907	E	0.913	E	0.006	No
		P.M.	0.875	D	0.875	D	0.000	No
22	Centinela Ave./Washington Blvd.	A.M.	0.881	D	0.882	D	0.001	No
		P.M.	0.887	D	0.887	D	0.000	No

Table IV.J-11 (Continued)
Future with Project Conditions (2023) —Intersection Peak-Hour Levels of Service and Significant Impacts—City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Future without Project Conditions (2023)		Future with Project Conditions (2023)			
			V/C	LOS	V/C	LOS	Change in V/C (4 – 3)	Signif. Impact?[a]
23	Centinela Ave./Short Ave.	A.M.	0.639	B	0.643	B	0.004	No
		P.M.	0.735	C	0.741	C	0.006	No
24	Centinela Ave./Culver Blvd.	A.M.	1.083	F	1.091	F	0.008	No
		P.M.	1.011	F	1.013	F	0.002	No
25	Inglewood Blvd./Washington Pl.	A.M.	0.977	E	0.981	E	0.004	No
		P.M.	0.863	D	0.865	D	0.002	No
26	Walgrove Ave./Venice Blvd.	A.M.	0.753	C	0.753	C	0.000	No
		P.M.	0.738	C	0.738	C	0.000	No
27	Redwood Avenue/Washington Blvd.	A.M.	0.609	B	0.625	B	0.016	No
		P.M.	0.683	B	0.683	B	0.000	No
28	Alla Road/ SR-90 WB Off-Ramp	A.M.	0.786	C	0.788	C	0.002	No
		P.M.	0.367	A	0.371	A	0.004	No
29	Culver Blvd./SR-90 WB Off-Ramp	A.M.	1.105	F	1.108	F	0.003	No
		P.M.	0.963	E	0.963	E	0.000	No
30	Culver Blvd./SR-90 EB Ramps	A.M.	0.527	A	0.527	A	0.000	No
		P.M.	0.380	A	0.380	A	0.000	No
31	Centinela Ave./Sanford St.–SR-90 WB Off-Ramp	A.M.	0.666	B	0.668	B	0.002	No
		P.M.	0.605	B	0.605	B	0.000	No
32	Centinela Ave./SR-90 EB Ramps	A.M.	0.798	C	0.800	D	0.002	No
		P.M.	0.711	C	0.711	C	0.000	No
33	Centinela Ave.—Campus Center Dr./Jefferson Blvd.	A.M.	1.069	F	1.070	F	0.001	No
		P.M.	0.879	D	0.879	D	0.000	No

Table IV.J-11 (Continued)
Future with Project Conditions (2023) —Intersection Peak-Hour Levels of Service and Significant Impacts—City of Los Angeles and City of Culver City Signalized Intersections

No.	Intersection	Peak Hour	Future without Project Conditions (2023)		Future with Project Conditions (2023)			
			V/C	LOS	V/C	LOS	Change in V/C (4 – 3)	Signif. Impact?[a]

[a] According to LADOT's Transportation Impact Study Guidelines, December 2016, and the City of Culver City, a transportation impact on an intersection shall be deemed significant as follows:

Final V/C	*LOS*	*Project-Related Increase in V/C*
> 0.701–0.800	*C*	*≥ 0.040*
> 0.801–0.900	*D*	*≥ 0.020*
> 0.901	*E, F*	*≥ 0.010*

[b] Based on field observations, a vehicle movements are constrained at times during peak periods due to downstream conditions. Therefore, a LOS F value has been assigned to describe existing and future conditions.

Source: Linscott, Law & Greenspan, 2017.

Table IV.J-12
Future with Project Conditions (2023)—Intersection Peak-Hour Levels of Service and Significant Impacts—County of Los Angeles Intersections

No.	Intersection	Peak Hour	Future with Project Conditions (2023)			
			V/C	LOS	Change in V/C (3 – 1)	Signif. Impact?[a]
3	Admiralty Way/Mindanao Way	A.M.	0.728	C	-0.020	No
		P.M.	0.718	C	0.053	No
9	Lincoln Blvd./Bali Way	A.M.	0.673	B	0.093	No
		P.M.	0.753	C	0.082	No
10	Lincoln Blvd./Mindanao Way	A.M.	0.875	D	0.094	Yes
		P.M.	0.964	E	0.102	Yes
11	Lincoln Blvd./Fiji Way	A.M.	0.895	D	0.132	Yes
		P.M.	1.359	F	0.123	Yes

[a] *According to Los Angeles County Department of Public Works' Traffic Impact Analysis Report Guidelines, January 1997, a transportation impact on an intersection shall be deemed significant as follows:*

Final V/C	*LOS*	*Project-Related Increase in V/C*
> 0.701–0.800	*C*	*≥ 0.040*
> 0.801–0.900	*D*	*≥ 0.020*
> 0.901	*E, F*	*≥ 0.010*

Source: Linscott, Law & Greenspan, 2017.

build-out and occupancy of the Project. Based on its proximity to the proposed traffic signal at Ocean Way and Maxella Avenue, as provided above in Project Design Feature TR-PDF-2, the preparation of traffic signal warrants at this location was not required.

Traffic signal warrant analyses were also conducted for the following stop-controlled intersections located near the Project Site: Walgrove Avenue/Washington Boulevard and Redwood Avenue/Maxella Avenue. These analyses were prepared at the request of LADOT to determine if traffic signals are warranted at these intersections.

Table IV.J-13 on page IV.J-59 provides a summary of the results of the traffic signal warrant analysis for Warrant 2 and Warrant 3 for the three analyzed intersections under both the Existing Plus Project and Future Plus Project conditions. The traffic signal warrant analysis demonstrated the following:

Table IV.J-13
Traffic Signal Warrants Summary

Intersection	Existing Plus Project		Future Plus Project	
	Warrant 2: 4-Hour Satisfied?	Warrant 3: Peak Hour Satisfied?	Warrant 2: 4-Hour Satisfied?	Warrant 3: Peak Hour Satisfied?
Del Rey Ave./Maxella Ave.	No	No	Yes	Yes
Walgrove Ave./Washington Blvd.*	Yes	Yes	Yes	Yes
Redwood Ave./Maxella Ave.	No	No	No	No

** City of Culver City*
Source: Linscott, Law & Greenspan, 2017.

(1) Del Rey Avenue/Maxella Avenue

- The Warrant 2 (Four Hour) and Warrant 3 (Peak Hour) are not satisfied for Existing Plus Project Conditions.
- The Warrant 2 (Four Hour) and Warrant 3 (Peak Hour) are satisfied for Future Plus Project Conditions.

(2) Walgrove Avenue/Washington Boulevard

- The Warrant 2 (Four Hour) and Warrant 3 (Peak Hour) are satisfied for Existing Plus Project Conditions.
- The Warrant 2 (Four Hour) and Warrant 3 (Peak Hour) are satisfied for Future Plus Project Conditions.

(3) Redwood Avenue/Maxella Avenue

- The Warrant 2 (Four Hour) and Warrant 3 (Peak Hour) are not satisfied for Existing Plus Project Conditions.
- The Warrant 2 (Four Hour) and Warrant 3 (Peak Hour) are not satisfied for Future Plus Project Conditions.

As noted above and in Table IV.J-13, a traffic signal control may be required at the Walgrove Avenue/Washington Boulevard intersection under Existing Plus Project Conditions and Future Plus Project Conditions, as well as at the Del Rey Avenue/Maxella Avenue intersection under the Future Plus Project Conditions.

As previously noted, the satisfaction of traffic signal warrants does not necessarily justify the installation of a traffic signal. Delay, congestion, approach conditions, driver behavior, intersection location/vicinity, and/or other evidence of the need for right-of-way assignment beyond that which could be provided by stop-sign control may also be demonstrated.

(iii) Street Segment Capacity

The Transportation Study prepared for the Project evaluated operating conditions at 33 intersections located in the vicinity of the Project Site. In light of the geographic scope of the study area, the analysis of the study intersections was sufficient to cover all potentially affected street segments. Additionally, analysis of street segment capacity is typically prepared for programmatic-level projects, such as a General Plan or Community Plan.[16] Furthermore, evaluation of street segments would not provide any additional insight into the traffic impacts of the Project. **Therefore, a street segment capacity analysis was not required for this Draft EIR.**

(iv) Neighborhood Intrusion/Residential Street Segments

As discussed in Subsection 5.b.(1)(b) above, LADOT's *Traffic Study Policies and Procedures* do not require a local residential street analysis for a residential project. In addition, the Project Site is not proximate to a network of residential streets that facilitate access to and from the Project Site. **Therefore, no further residential street segment analysis was conducted.**

(v) Caltrans Facilities Analysis

In December 2015, LADOT and Caltrans entered into a renewed agreement (the City/Caltrans Agreement) for purposes of assessing the potential transportation impacts of development projects in the City of Los Angeles on the State highway system. The City/Caltrans Agreement includes the steps for preparing an initial screening of the potential traffic contribution to a freeway mainline segment and off-ramps associated with traffic related to a development project. This agreement identifies four screening criteria to determine whether a project must complete a full impact analysis on Caltrans facilities. These four screening criteria, listed above in Section 5.b, Thresholds of Significance, are based on the current traffic volumes and capacities of nearby freeway mainline segments and freeway off-ramps, and the amount of project traffic expected to be added to those facilities. The City/Caltrans Agreement could require a more detailed review of the potential impacts based on the outcome of this screening analysis. More specifically, pursuant to the City/Caltrans Agreement, if one of the screening criteria is met, a full

[16] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, page L.2-1.*

transportation impact analysis using Caltrans' *Guide for the Preparation of Traffic Impact Studies* (December 2002) would be required beyond what is required by the CMP review.

To evaluate the Project's potential impact on Caltrans facilities pursuant to the four screening criteria, the following four freeway segments and seven freeway off-ramps were selected based on the distribution of Project traffic to those facilities:

Freeway Segments:

1. SR-90 Mainline west of Mindanao Way
2. SR-90 between Mindanao Way and Culver Boulevard
3. SR-90 between Culver Boulevard and Centinela Avenue
4. SR-90 east of Centinela Avenue

Freeway Off-Ramps:

1. SR-90 Westbound Off-Ramp at Lincoln Boulevard
2. SR-90 Eastbound Off-Ramp at Mindanao Way
3. SR-90 Westbound Off-Ramp at Mindanao Way
4. SR-90 Eastbound Off-Ramp at Culver Boulevard
5. SR-90 Westbound Off-Ramp at Culver Boulevard
6. SR-90 Eastbound Off-Ramp at Centinela Avenue
7. SR-90 Westbound Off-Ramp at Centinela Avenue

These facilities collectively capture nearly all Project traffic expected to travel to or from the Project Site via SR-90. As Project traffic travels farther away from the Project Site, the concentration of trips in any one direction dissipates. Therefore, while some Project trips may also use other Caltrans facilities farther away from the Project Site, the facilities chosen for the screening analysis are those closest to the Project Site with the greatest concentration of Project trips and, thus, the first to trigger the screening criteria. As none of the screening criteria were met at the facilities closest to the Project Site, which have the greatest concentration of Project trips, they would similarly not be met at facilities farther away from the Project Site with fewer project trips.

(1) Freeway Segment Screening

Table IV.J-14 on page IV.J-63 summarizes the hourly capacity, existing peak-hour traffic volumes, and Project traffic volumes for the identified freeway segments during the A.M. and P.M. peak hours. SR-90 provides three to four mainline lanes east of Centinela Avenue, three mainline lanes in each direction between Culver Boulevard and Centinela Avenue, and two mainline travel lanes in each direction west of Culver Boulevard. Therefore, based on an assumed hourly capacity of 2,000 vehicles per lane (per the City/Caltrans Agreement), SR-90 has a capacity of 6,000 to 8,000 vehicles per hour east of Centinela Avenue, 6,000 vehicles per hour per direction between Culver Boulevard and Centinela Avenue, and 4,000 vehicles per hour per direction west of Culver Boulevard, as shown in Table IV.J-14.

As further shown in Table IV.J-14, based on the existing traffic volumes, all segments of SR-90 in the vicinity of the Project Site are calculated to operate at LOS B or better during the A.M. and P.M. peak hours in both directions. Therefore, pursuant to the City/Caltrans Agreement, none of the off-ramps would require additional review because they are currently operating at a service level that is better than LOS D, E, or F.

As shown in Table IV.J-14, the Project is forecast to add peak hour trips to the freeway segments up to 1.78 percent of the available freeway capacity. This increase is less than one of the restrictive freeway segment screening thresholds identified in the City/Caltrans Agreement (i.e., an increase of 2 percent or more to the freeway mainline capacity operated at LOS D). This further supports the conclusion that no additional analysis of potential transportation impacts to freeway segments is required.

(2) Freeway Off-Ramp Screening

Table IV.J-15 on page IV.J-64 summarizes the hourly capacity, existing peak-hour traffic volumes, and Project traffic volumes for the off-ramps during the A.M. and P.M. peak hours. Each off-ramp provides between two to four lanes. Therefore, based on an assumed hourly capacity of 850 vehicles per lane (per the City/Caltrans Agreement), each off-ramp has a capacity between 1,700 to 3,400 vehicles per hour, as shown in Table IV.J-15. Based on the existing traffic volumes, as provided in Table IV.J-15, six of the seven freeway off-ramps are calculated to operate at LOS C or better during the A.M. and P.M. peak hours. The SR-90 Westbound Off-Ramp at Mindanao Way is calculated to operate at LOS F during the A.M. peak hour. Therefore, pursuant to the City/Caltrans Agreement, the applicable threshold for determining whether additional review of potential impacts to the freeway off-ramp is if the Project's peak hour trips would result in a 1-percent or more increase to the freeway off-ramp capacity because the freeway off-ramp operates at LOS E or F.

Table IV.J-14
Freeway Segment and Off-Ramp Screening Process—Existing Conditions

No.	Freeway Segment	Direction	Peak Hour	Number of Lanes	Capacity	Existing Volume	V/C Ratio	Level of Service	Added Project Traffic	Percent of Capacity	Meets Screening Criteria?
1	SR-90 Mainline west of Mindanao Way	EB	A.M.	2	4,000	1,391	0.35	A	0	0.00%	No
			P.M.	2	4,000	1,391	0.35	A	0	0.00%	No
		WB	A.M.	2	4,000	1,391	0.35	A	9	0.23%	No
			P.M.	2	4,000	1,391	0.35	A	17	0.43%	No
2	SR-90 Mainline between Mindanao Way and Culver Blvd.	EB	A.M.	2	4,000	2,421	0.61	B	71	1.78%	No
			P.M.	2	4,000	2,421	0.61	B	-10	-0.25%	No
		WB	A.M.	2	4,000	2,421	0.61	B	18	0.45%	No
			P.M.	2	4,000	2,421	0.61	B	34	0.85%	No
3	SR-90 Mainline between Culver Blvd. and Centinela Ave.	EB	A.M.	3	6,000	2,988	0.50	A	71	1.19%	No
			P.M.	3	6,000	2,988	0.50	A	-10	-0.17%	No
		WB	A.M.	3	6,000	2,988	0.50	A	18	0.30%	No
			P.M.	3	6,000	2,988	0.50	A	34	0.57%	No
4	SR-90 Mainline east of Centinela Ave.	EB	A.M.	3	6,000	3,555	0.59	A	76	1.27%	No
			P.M.	3	6,000	3,555	0.59	A	-10	-0.17%	No
		WB	A.M.	4	8,000	3,555	0.44	A	20	0.25%	No
			P.M.	4	8,000	3,555	0.44	A	37	0.46%	No

Source: Linscott, Law & Greenspan, 2017.

Table IV.J-15
Freeway Segment and Off-Ramp Screening Process—Existing Conditions

No.	Freeway Off-Ramp	Peak Hour	Number of Lanes	Capacity	Volume	V/C Ratio	Level of Service	Added Project Traffic	Percent of Capacity	Meets Screening Criteria?
1	SR-90 Westbound Off-Ramp at Lincoln Blvd.	A.M.	4	3,400	1,337	0.39	A	9	0.27%	No
		P.M.	4	3,400	1,012	0.30	A	17	0.50%	No
2	SR-90 Eastbound Off-Ramp at Mindanao Way	A.M.	2	1,700	1,238	0.73	C	0	0.00%	No
		P.M.	2	1,700	1,176	0.69	B	0	0.00%	No
3	SR-90 Westbound Off-Ramp at Mindanao Way	A.M.	3	2,550	2,563	1.01	F	9	0.36%	No
		P.M.	3	2,500	1,831	0.72	C	17	0.67%	No
4	SR-90 Eastbound Off-ramp at Culver Blvd.	A.M.	2	1,700	119	0.07	A	0	0.00%	No
		P.M.	2	1,700	132	0.08	A	0	0.00%	No
5	SR-90 Westbound Off-Ramp at Culver Blvd.	A.M.	3	2,550	800	0.31	A	0	0.00%	No
		P.M.	3	2,550	448	0.18	A	0	0.00%	No
6	SR-90 Eastbound Off-Ramp at Centinela Ave.	A.M.	2	1,700	329	0.19	A	0	0.00%	No
		P.M.	2	1,700	285	0.17	A	0	0.00%	No
7	SR-90 Westbound Off-Ramp at Centinela Ave.	A.M.	3	2,550	1,202	0.47	A	2	0.08%	No
		P.M.	3	2,550	735	0.29	A	3	0.12%	No

Source: Linscott, Law & Greenspan, 2017.

As shown in Table IV.J-15 on page IV.J-64, the Project is forecast to add nine A.M. peak hour trips to the SR-90 Westbound Off-Ramp at Mindanao Way, which is equivalent to 0.36 percent of the available freeway off-ramp capacity. Since this increase is less than the 1-percent threshold, the freeway off-ramp would not meet the screening criteria during either peak hour in either direction. The remaining two freeway off-ramps are currently operating at LOS C or better. Therefore, pursuant to the City/Caltrans Agreement, none of the off-ramps would require additional review.

In summary, the screening analysis concludes that the level of contribution of Project traffic to the four selected mainline freeway segments and seven selected freeway off-ramps relative to the available capacity did not warrant further review of potential traffic impacts due to the Project. **Therefore, no additional analysis is required, and no significant impact on Caltrans facilities would occur.**

(vi) Public Transit

As previously discussed, public transit service within the study area is currently provided by Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus. Currently, 13 bus lines provide transit service in the vicinity of the Project Site. As summarized in Table A of the Traffic Study included in Appendix M of this Draft EIR, the 13 bus lines serving the Project Site have a total combined capacity of approximately 5,775 riders during the A.M. peak hour and approximately 5,350 riders during the P.M. peak hour. As evaluated in the Transportation Study, the Project is forecasted to generate a demand for 102 daily transit rider trips. Thus, given the capacity of the transit system serving the Project Site, the forecasted transit trips generated by the Project would correspond to an insignificant number of additional Project generated transit trips per bus. **Therefore, Project impacts to the existing transit system in the study area would be less than significant.**

(vii) Access and Circulation

As described in Section II, Project Description, of this Draft EIR, vehicular access to the Project Site would be provided via five driveways, including two entry/exit driveways along Ocean Way, one entry/exit driveway along Maxella Avenue, one entry/exit driveway along Glencoe Avenue, and one entry/exit driveway located along the southern boundary of the Project Site. Based on the *L.A. CEQA Thresholds Guide*, a project would have a significant impact on project access if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the A.M. or P.M. peak hours under Future with Project conditions. The intersections nearest the Project Site access include signalized Intersection No. 14 (Glencoe Avenue/Maxella Avenue) and signalized Intersection No. 15 (Mindanao Way/Glencoe Avenue). None of the intersections nearest the primary site access are projected to operate at LOS E or F during the A.M. or P.M. peak hours under Future with Project conditions. In addition, as set forth in Project Design Feature TR-PDF-

2, the two entry/exit driveways along Ocean Way would be controlled by a traffic signal, subject to approval by LADOT, and thus, would improve traffic impacts under the Future with Project Conditions.

As discussed further in the Transportation Study provided in Appendix M of this Draft EIR, the Project Applicant may consider an alternative site access plan whereby the currently proposed driveway on Maxella Avenue west of Glencoe Avenue would not be developed. The number of driveways serving the Project Site would be reduced from five driveways to four driveways. Vehicular access would remain unchanged at the other locations throughout the Project Site. Since the parking levels of the Project would be interconnected, motorists who may have utilized the Maxella Avenue driveway would be able to use the other proposed site driveways for access to and from the Project Site.

As previously noted, the Project proposes to install a traffic signal at the two entry/exit driveways along Ocean Way, subject to approval by LADOT, as set forth in Project Design Feature TR-PDF-2. An analysis was prepared in the Transportation Study to evaluate the potential traffic impacts related to the proposed alternative site access plan that assumes no vehicular access at the Maxella Avenue site driveway. Under the alternative site access plan, vehicles that originally entered and exited the Project Site via the Maxella Avenue driveway were assumed to instead enter and exit the Project Site via the two entry/exit driveways along Ocean Way. Traffic volumes at the remaining site driveways and study intersections associated are expected to remain the same. The incremental amount of additional traffic utilizing the two entry/exit driveways along Ocean Way due to the alternative site access plan (i.e., 2 additional inbound trips/12 additional outbound trips in the A.M. peak hour and 2 additional inbound trips/4 fewer outbound trips in the P.M. peak hour) is not anticipated to cause operational issues at the intersection.

In summary, the potential alternative site access plan, which would eliminate the Project's Maxella Avenue driveway, is expected to result in a slight increase in Project-related trips utilizing the site access points located along Ocean Way. The potential alternative site plan would not change any of the findings or conclusions related to the traffic analysis presented herein. Accordingly, no additional analysis of traffic impacts is required or recommended as a result of the potential alternative site access plan for the Project.

Based on the above, Project operational impacts with regard to access and circulation under both the proposed access plan and alternative site access plan would be less than significant.

(viii) Bicycle, Pedestrian, and Vehicular Safety

As described in Section II, Project Description, of this Draft EIR, new pedestrian access points would be created throughout the Project Site via the pedestrian paseo and internal street. From the pedestrian paseo and the public plaza proposed along the northwestern portion of the Project Site, pedestrians would be able to access the Marina Marketplace shopping center-related uses across Maxella Avenue via the future pedestrian crosswalk along Maxella Avenue at the Ocean Way intersection proposed to be signalized by the Project (Project Design Feature TR-PDF-2). At the southern terminus of the pedestrian paseo, pedestrians would be able to access the Marina Marketplace shopping center-related uses south of the Project Site.

As provided in Project Design Feature TR-PDF-2, the Project will relocate the existing traffic signal on Maxella Avenue at the crosswalk approximately 100 feet to the west of the Ocean Way intersection, such that all movements (vehicular, pedestrian, and bicycle) would be controlled by a traffic signal, which will be subject to LADOT approval. The crosswalk at this traffic signal would provide a direct connection to the commercial uses on the north side of Maxella Avenue (i.e., Marina Marketplace shopping center). Thus, the Project would provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. The Applicant will coordinate with LADOT on the design and implementation of the traffic signal and crosswalk, which will be subject to LADOT approval.

The Project's access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, the proposed driveways would be designed to limit potential impediments to visibility and incorporate pedestrian warning systems, if and to the extent necessary. The Project would also maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site.

As the Project would maintain the existing sidewalks and circulation system, the Project would not disrupt bicycle flow along Lincoln Boulevard, Maxella Avenue, and Glencoe Avenue. In addition, to facilitate bicycle use, bicycle parking spaces and amenities would be provided within the Project Site in accordance with LAMC requirements.

Based on the above, the Project would not substantially increase hazards to bicyclists, pedestrians, or vehicles, or otherwise adversely affect the performance or safety of such facilities. **As such, impacts related to bicycle, pedestrian, and vehicular safety would be less than significant.**

(ix) Parking

Based on the parking requirements for residential and commercial (retail/restaurant) uses set forth in LAMC Sections 12.21-A,4(a), 12.21-A,4(c)(3), and 12.21-A,4(c)(5), the Project would be required to provide a total of 1,217 parking spaces. As described in Section II, Project Description, of this Draft EIR, the Project would provide a total of 1,217 parking spaces and, therefore, would comply with the applicable parking requirements of the LAMC. **As such, impacts related to parking would be less than significant.**

Bicycle parking requirements per Section 12.21-A,16(a)(2) of the LAMC include short-term and long-term parking. Short-term bicycle parking is characterized by bicycle racks that support the bicycle frame at two points. Long-term bicycle parking is characterized by an enclosure protecting all sides from inclement weather and secured from the general public. Based on Section 12.21-A,16(a) of the LAMC, the Project is required to and would provide a minimum of 752 bicycle parking spaces, including 80 short-term and 672 long-term bicycle parking spaces. **Therefore, the Project would comply with the applicable bicycle parking requirements of the LAMC, and bicycle parking impacts would be less than significant.**

(c) Conclusion

As provided above, the Project would result in significant intersection impacts. As such, the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

Threshold (b): Would the Project conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

(a) CMP Freeway Segment Analysis

As previously described, the closest CMP mainline freeway monitoring location is located on I-405 north of Venice Boulevard, approximately 2.1 miles northeast of the Project Site. Based on the analysis provided in the Transportation Study, the Project would not add 150 or more trips (in either direction) during either the A.M. or P.M. peak hour at the freeway monitoring location nearest to the Project Site. Specifically, the Project would add 45 A.M. peak hour trips and 12 P.M. peak hour trips to the CMP mainline freeway monitoring location located on I-405 north of Venice Boulevard. Similarly, the Project would add 44 A.M. peak hour trips and 12 P.M. peak hour trips to the CMP mainline freeway monitoring

location located on the I-405 north of La Tijera Boulevard. **Therefore, Project impacts to a CMP mainline freeway monitoring location would be less than significant.**

(b) CMP Arterial Monitoring Station Analysis

The nearest CMP arterial monitoring station is located on Lincoln Boulevard and SR-90, approximately 310 feet south of the Project Site. A second arterial CMP monitoring station is located on Lincoln Boulevard and Venice Boulevard, approximately 0.83 mile northwest of the Project Site. A third arterial CMP monitoring station is located on Venice Boulevard and Centinela Boulevard, approximately 1.2 miles northeast of the Project Site. The number of peak-hour Project trips expected at each arterial monitoring intersection is as follows:

- Lincoln Boulevard and SR-90: 33 project trips during the A.M. peak hour and 23 project trips during the P.M. peak hour.
- Lincoln Boulevard and Venice Boulevard: 30 project trips during the A.M. peak hour and 8 project trips during the P.M. peak hour.
- Venice Boulevard and Centinela Boulevard: 27 project trips during the A.M. peak hour and 7 project trips during the P.M. peak hour.

The Project would not add 50 or more trips during the A.M. or P.M. peak hours at any of the CMP monitoring locations. **Therefore, based on the above, Project impacts to a CMP arterial monitoring station would be less than significant.**

(c) CMP Transit Analysis

The Project trip generation was adjusted by values set forth in the CMP (i.e., person trips equals 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 Project is forecasted to generate a demand for 15 transit trips during the A.M. peak hour and 5 transit trips during the P.M. peak-hour. Over a 24-hour period, the Project is forecasted to generate a demand for 102 daily transit trips. As discussed above, 13 bus lines are provided adjacent to or in close proximity to the Project Site and provide services for an average of 105 buses during the A.M. peak hour and 97 buses during the P.M. peak-hour. Therefore, the forecasted transit trips generated by the Project would correspond to an insignificant number of additional Project generated transit trips per bus. **As such, it is anticipated that the existing transit service in the Project area would adequately accommodate the increase of Project-generated transit trips.**

Therefore, the Project would not conflict with an applicable congestion management program including, but not limited to level of service standards and travel

demand measures, or other standards established by the county congestion management agency for designated roads or highway.

Threshold (c): Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

As summarized in **Section VI, Other CEQA Considerations, of this Draft EIR,** and evaluated in the Initial Study (**Appendix A of this Draft EIR**), the mid-rise structures proposed by the Project would not change air traffic patterns that would result in substantial safety risks. The Project Site is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. In addition, the Project does not propose any uses that would increase the frequency of air traffic. **Thus, the Project would have a less-than-significant impact with respect to air traffic safety referenced in Threshold (c), and no further analysis of this issue is required.**

Threshold (d): Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As summarized in **Section VI, Other CEQA Considerations, of this Draft EIR,** and evaluated in the Initial Study (**Appendix A of this Draft EIR**), the Project Site would not substantially increase hazards due to a design feature. The roadways adjacent to the Project Site are part of the existing urban roadway network and contain no sharp curves or dangerous intersections, and the Project does not include any proposed modifications to the street system or any dangerous design features. The residential and commercial uses proposed by the Project would be consistent with the surrounding uses in the vicinity of the Project Site and would not introduce any hazards onto or adjacent to the Project Site. The Project design would also be reviewed by the Los Angeles Department of Building and Safety (LADBS) and LADOT during the City's plan review process to ensure all applicable building design requirements are met. **Thus, no impacts related to increased hazard due to a design feature would occur, and no further analysis of this issue is required.**

Threshold (e): Would the Project result in inadequate emergency access?

(a) Construction Impacts

Construction activities associated with the Project could potentially impact the provision of emergency services by the Los Angeles Fire Department (LAFD) and the Los Angeles Police Department (LAPD) in the vicinity of the Project Site as a result of reduced or altered access around the Project Site. Construction activities also would generate

traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and construction worker traffic. These short-term and temporary construction activities could temporarily affect emergency response for emergency vehicles along Lincoln Boulevard and other main connectors due to traffic during the Project's construction phase. However, the construction of the Project would not require the closure of any vehicle travel lanes. This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Glencoe Avenue, which precludes the need to use the adjacent travel lanes. There may be limited instances, lasting a few hours per occurrence, during the course of construction of the Project, such as utility work within the street on Glencoe Avenue and/or Maxella Avenue, that require the use of traffic control devices, such as traffic safety cones, to slightly modify vehicular traffic flow and/or the use of flaggers to maintain two-way traffic flow on these streets. This work would be temporary in nature (e.g., during daytime hours over the course of one or a few days) and would be coordinated under review and approval with the appropriate City agencies, as needed. Additionally, most of the construction worker trips would occur outside the weekday peak traffic periods, thereby reducing the potential for traffic-related conflicts. It is also noted that construction of the Project would generate significantly fewer trips than the existing uses on the Project Site, thereby offsetting construction-related trips for development of the Project. Furthermore, as set forth above in Project Design Feature TR-PDF-1, the Project Applicant will prepare and submit a Worksite Traffic Control Plan to LADOT prior to the start of construction, which would ensure that adequate and safe access remains available within and near the Project Site during construction activities. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) will also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained on adjacent rights-of-way.

Based on the above, the Project would not result in inadequate emergency access during construction, and impacts would be less than significant.

(b) Operational Impacts

As described in Section II, Project Description, of this Draft EIR, vehicular access to the Project Site is proposed to be provided via five driveways, including two entry/exit driveways along Ocean Way, one entry/exit driveway along Maxella Avenue, one entry/exit driveway along Glencoe Avenue, and one entry/exit driveway located along the southern boundary of the Project Site. The Project Applicant may also consider an alternative site access plan whereby the currently proposed driveway on Maxella Avenue west of Glencoe Avenue would not be developed. In this alternative site access plan, the number of driveways serving the Project Site would be reduced from five driveways to four driveways. Vehicular access would remain unchanged at the other proposed locations throughout the Project Site. As discussed in Section IV.I.1, Public Services—Fire Protection, of this Draft EIR, under either access plan, the Project's driveways and internal circulation would be

designed to meet all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Compliance with applicable City Building Code and Fire Code requirements, including emergency vehicle access, would be confirmed as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, and which are required prior to the issuance of a building permit. The Project also would not include the installation of barriers that could impede emergency vehicle access. Additionally, as set forth in Project Design Feature POL-PDF-6 included in Section IV.I.2, Public Services—Police Protection, of this Draft EIR, prior to the issuance of a building permit, the Applicant will consult with LAPD's Crime Prevention Unit regarding the incorporation of feasible crime prevention features appropriate for the design of the Project, including applicable features in LAPD's Design Out Crime Guidelines. Upon completion of the Project and prior to the issuance of a certificate of occupancy, the Applicant will also submit a diagram of the Project Site to the LAPD's Pacific Area Commanding Officer that includes access routes and any additional information that might facilitate police response, as provided in Project Design Feature POL-PDF-7 in Section IV.I.2, Public Services—Police Protection, of this Draft EIR. As such, under either access plan, emergency access to the Project Site and surrounding area would be maintained and the Project would not result in inadequate emergency access during operation of the Project.

The additional traffic generated by the Project could also affect emergency response due to increased congestion. However, as discussed above, the Project would result in a potentially significant transportation impact at only one of the 28 study intersections located within the City (Intersection No. 17, Mindanao Way/SR-90 Eastbound Ramps) and at two intersections under the dual jurisdiction of the City and the County (Intersection No. 10, Lincoln Boulevard and Mindanao Way and Intersection No. 11, Lincoln Boulevard and Fiji Way). Implementation of Mitigation Measure TR-MM-1, included below, would reduce the traffic impacts at Intersection No. 17 (Mindanao Way/SR-90 EB Ramps) to a less-than-significant level. As the City of Los Angeles does not have direct control over the operation of Intersection No. 17 (Mindanao Way/SR-90 EB Ramps), it cannot guarantee that Caltrans would agree to implement Mitigation Measure TR-MM-1. Mitigation in the form of additional improvements at Intersection No. 10 and Intersection No. 11 is not available since the two intersections are already built-out. However, pursuant to California Vehicle Code Section 21806, the drivers of emergency vehicles are generally able to avoid traffic in the event of an emergency by using sirens to clear a path of travel or by driving in the lanes of opposing traffic.

Based on the above, impacts regarding adequate emergency access would be less than significant.

Threshold (f): Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Section IV.G, Land Use, of this Draft EIR, includes a detailed discussion regarding the Project's consistency with applicable land use plans, policies, and regulations. As it relates to public transit, bicycle, and pedestrian facilities, a number of land use plans include goals, objectives, and policies aimed at improving such facilities throughout the City. In particular, Policy 2.3 of Mobility Plan 2035 provides that walking be recognized as a component of every trip, and ensure quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. The Project would promote this policy by implementing a pedestrian paseo that would bisect the Project Site north-south and east-west. This interlinking walkway would provide end-to-end pedestrian access through the Project Site and would include ground-level plazas and squares for gathering, outdoor dining spaces, and bicycle parking racks. This paseo would also provide direct connections to the surrounding streets, including Maxella Avenue and Glencoe Avenue, providing easy pedestrian access to and through the Project Site. The Project would further support Policy 3.4 of Mobility Plan 2035 to provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services by designing the Project to be transit-friendly.

Based on the above, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, including goals, objectives, and policies of the City's Mobility Plan 2035, or otherwise decrease the performance or safety of such facilities. Therefore, impacts would be less than significant. Refer to Section IV.G, Land Use, of this Draft EIR, for a detailed discussion of the Project's consistency with applicable land use plans.

d. Cumulative Impacts

(1) Construction

As previously discussed, the construction of 39 related projects is assumed in the study area. These 39 related projects are dispersed throughout the study area and would draw upon a workforce from all parts of the Los Angeles region. The closest related project to the Project Site is Related Project No. 18 (Stella Phase 2). Related Project No. 18 is located southwest of the Project Site, along SR-90, and is bounded by Stella Phase 1 to the north, the Project Site and Hotel MdR to the east, SR-90 to the south, and Lincoln Boulevard to the west. As with the Project, many, and likely most, of the construction workers for the related projects, including Related Project No. 18, are anticipated to arrive and depart the individual construction sites during off-peak hours (i.e., arrive prior to 7:00 A.M. and depart between 3:00 P.M. and 4:00 P.M.), thereby minimizing construction-

related trips during the A.M. and P.M. peak traffic periods. In addition, the haul truck routes for all of the related projects would be approved by LADOT and/or the Department of Building and Safety according to the location of the individual construction site and the ultimate destination. As set forth above in Project Design Feature TR-PDF-1, the Project Applicant will prepare and submit a Construction Traffic Management Plan and Worksite Traffic Control Plan to LADOT prior to the start of construction, which would take into consideration overlapping construction projects and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. **Therefore, cumulative traffic impacts during construction are concluded to be less than significant.**

The Project would not require substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers, including police and fire department staff, and/or pedestrians would occur. With regard to cumulative impacts to access and safety and bus/transit, with the exception of Related Project No. 18, the balance of the related projects are located at a sufficient distance from the Project Site that they would not share the same access points or have the potential to affect the same bus stop. It is anticipated that due to the location of Related Project No. 18 relative to Maxella Avenue, which is the nearest accessible roadway, a majority of the construction work would occur on that project site or near the existing Stella apartments. However, similar to the Project, and as discussed in the EIR Addendum for Related Project No. 18,[17] a construction traffic management plan would be implemented during construction of Related Project No. 18 that would identify street and sidewalk closures and provide alternative routes as well as ensure that emergency access is maintained. Furthermore, construction of the Project (anticipated from year 2020 to year 2023) may begin after completion of Related Project No. 18 (which is anticipated from year 2018 to year 2020) and the potential impact from overlapping construction of the Project and Related Project No. 18 would be considered low. Therefore, with the implementation of the Worksite Traffic Control Plan for the Project and the construction traffic management plan for Related Project No. 18, the access and safety and bus/transit impacts during construction of these two projects would not be cumulatively significant.

With regard to on-street parking impacts, street parking by construction workers would not be permitted. However, street parking spaces adjacent to the Project Site on Glencoe Avenue could potentially be reserved for use by construction vehicles for the duration of construction. As these street parking spaces are likely associated with the existing uses on the Project Site (which would be removed as part of the Project), the temporary unavailability of these street parking spaces is not expected to cause an adverse effect to other nearby business. It is also anticipated that given the location of Related

[17] *City of Los Angeles, Department of City Planning. Addendum to the Environmental Impact Report for the Villa Marina Mixed Use Project. March 2017.*

Project No. 18 and proximity to Glencoe Avenue, Related Project No. 18 would not require the temporary removal of on-street parking along Glencoe Avenue. **Therefore, the Project's impact to on-street parking would not be cumulatively considerable and would be less than significant.**

(2) Operation

The traffic models used in the above analysis incorporated forecasted traffic increases due to ambient growth, as well as the related projects through the year 2023. Furthermore, the CMP analysis presented above evaluates traffic impacts on a larger, regional scale. Therefore, cumulative impacts on intersections, the regional transportation system, including transit, residential street segments, and access as a result of the Project are accounted for in the analysis of Future with Project Conditions above.

(a) Intersection Levels of Service

As detailed above, under cumulative conditions (Future with Project Conditions), the Project would result in significant impacts to one of the 25 intersections within the jurisdiction of the City of Los Angeles and Caltrans in the study area, Intersection No. 17 (Mindanao Way/SR-90 EB Ramps). With regard to those study intersections located in or shared with the County of Los Angeles, as shown in Table IV.J-12 on page IV.J-58, under Future with Project Conditions, cumulative significant impacts are forecasted at Intersection No. 10 (Lincoln Boulevard/Mindanao Way) and Intersection No. 11 (Lincoln Boulevard/Fiji Way). **Therefore, the Project's contribution to impacts that would occur under the future cumulative conditions would be considerable, and cumulative impacts would be significant at the intersections impacted by the Project.**

(b) Neighborhood Intrusion/Residential Street Segments

As described previously, the Project Site is primarily residential in nature, not proximate to a network of residential Local Streets that would provide motorists with a viable alternative route to and from the Project Site. **Therefore, the Project would not result in any significant residential street segments impacts.**

(c) Public Transit

As previously discussed, public transit service within the study area is currently provided by 13 bus lines operated by Metro, LADOT Transit Commuter Express, Culver CityBus, and City of Santa Monica Big Blue Bus. As summarized in Table A of the Traffic Study included in Appendix M of this Draft EIR, the 13 bus lines serving the Project Site have a total combined capacity of approximately 5,775 riders during the A.M. peak hour and approximately 5,350 riders during the P.M. peak hour. As provided in Table 6-1 of the Traffic Study, the related projects would generate approximately 5,569 vehicular trips

during the A.M. peak hour and approximately 6,105 P.M. peak hour vehicular trips. As with the Project, which includes a 15-percent reduction associated with transit trips, only a portion of the vehicular trips generated by the related projects would be diverted to the transit system. Thus, given the availability of transit service in the vicinity of the Project Site, the existing transit service would have sufficient capacity to meet any additional transit trips generated by the Project and related projects. **Therefore, cumulative impacts to the existing transit system in the study area would be less than significant.**

(d) Access and Circulation

As explained above, under cumulative conditions (Future with Project Conditions), the Project would result in less-than-significant impacts related to vehicular access and circulation. It is also noted that site access and circulation improvements are generally limited to a specific site and such improvements are largely confined to a site and its immediate surroundings rather than extending across large areas. In particular, access for Related Project No. 18 (Stella Phase 2) would be via the private driveway accessible from Maxella Avenue, adjacent to the Project Site.[18] **Therefore, cumulative impacts to access and circulation would be less than significant.**

(e) Bicycle, Pedestrian, and Vehicular Safety

As analyzed above in Section 5.c.(2)(b), Project impacts related to bicycle, pedestrian, and vehicular safety would be less than significant. In addition, as with the Project, it is anticipated that future related projects would be subject to City review to ensure that they are designed with adequate access/circulation, including standards for sight distance, sidewalks, crosswalks, and pedestrian movement controls. **Thus, Project impacts with regard to bicycle, pedestrian, and vehicular safety would not be cumulatively considerable, and cumulative impacts would be less than significant.**

(f) Parking

With regard to parking, the parking demand associated with the Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the Project and related projects. In addition, the Project would comply with the parking requirements set forth in the LAMC for the proposed uses. Similarly, related projects have been or would be subject to City review to ensure that adequate parking be provided for each of the related projects. **Therefore, Project impacts with regard to parking would not be cumulatively considerable, and cumulative impacts would be less than significant.**

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[18] *City of Los Angeles, Department of City Planning. Addendum to the Environmental Impact Report for the Villa Marina Mixed Use Project. March 2017.*

(g) Regional Transportation System

As described above, the Project would add less than 150 trips along the freeway monitoring station closest to the Project Site. In addition, the Project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring station nearest to the Project Site. Furthermore, the Project would not result in significant transit impacts. Thus, no CMP or transit impacts would occur under the Project and, as a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. **Thus, the Project's cumulative impacts with regard to the CMP and transit would be less than significant.**

(h) Change in Air Traffic Patterns

As discussed above, the Project Site is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. Similarly, due to the location of the related projects relative to the Project Site, those related project sites also would not be located within the vicinity of any private or public airport or planning boundary of any airport land use plan. In addition, as with the Project, the related projects do not propose uses that would increase the frequency of air traffic. **Thus, cumulative impacts with respect to air traffic safety would be less than significant.**

(i) Increased Hazards due to Design Feature or Incompatible Use

As previously discussed, the roadways adjacent to the Project Site and in the overall study area are part of the existing urban roadway network and contain no sharp curves or dangerous intersections. Any modifications to the street system proposed as part of the Project and related projects would be reviewed by LADOT to ensure that such modifications do not create dangerous travel conditions. As summarized in Section III, Environmental Setting, of this Draft EIR, the related projects comprise a variety of uses, including condominiums, retail, restaurant, residential, hotel and office uses and mixed-use developments incorporating some or all of these elements. As with the Project, such uses would be consistent with the surrounding uses in the vicinity of the Project Site and would not introduce any hazards onto or adjacent to the study area. Additionally, as with the Project, the design of related projects would also be reviewed by the Los Angeles Department of Building and Safety and LADOT during the City's plan review process to ensure all applicable building design requirements are met. **Thus, no cumulative impacts related to increased hazard due to a design feature or incompatible use would occur.**

(j) Inadequate Emergency Access

As with the Project, any driveway and/or circulation modifications proposed within or adjacent to the related project sites would be required to meet all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate

emergency vehicle access. Compliance with applicable City Building Code and Fire Code requirements, including emergency vehicle access, would be confirmed as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, and which are required prior to the issuance of a building permit. Additionally, the additional traffic generated by the related projects would be dispersed throughout the study area and would not be concentrated to a specific location. Also, as previously discussed, pursuant to California Vehicle Code Section 21806, the drivers of emergency vehicles are generally able to avoid traffic in the event of an emergency by using sirens to clear a path of travel or by driving in the lanes of opposing traffic. Therefore, as with the Project, the related projects would not result in inadequate emergency access. **As such, cumulative impacts to emergency access would be less than significant.**

(k) Public Transit, Bicycle, and Pedestrian Facilities

As discussed above, as it relates to public transit, bicycle, and pedestrian facilities, a number of local and regional land use plans include goals, objectives, and policies aimed at improving public transit, bicycle, and pedestrian facilities throughout the City and regionally. Therefore, as with the Project, it is anticipated that the related projects would similarly implement strategies to support and promote such facilities, in accordance with the City's vision for its transportation system. **Therefore, cumulative impacts regarding public transit, bicycle, and pedestrian facilities would be less than significant.**

e. Mitigation Measures

(1) Construction

No mitigation measures are required during construction of the Project as impacts would be less than significant. In addition, as provided in Project Design Feature TR-PDF-1 above, the Project would implement a Worksite Traffic Control Plan subject to the review and approval of LADOT.

(2) Operation

Mitigation Measure TR-MM-1: The Project shall modify the Mindanao Way/SR-90 Eastbound On and Off-Ramps intersection so as to provide a free-flow right-turn lane for traffic turning from northbound Mindanao Way to eastbound SR-90, subject to approval by Caltrans.

f. Level of Significance After Mitigation

(1) Construction

Project-level and cumulative construction-related traffic impacts associated with truck activity and construction worker traffic, access and safety, bus/transit, and on-street parking would be less than-significant without mitigation.

(2) Operation

(a) Intersection Levels of Service

(i) Existing with Project Conditions

As shown in Table IV.J-9 on page IV.J-49, the addition of traffic from the Project to Intersection No. 17 (Mindanao Way/SR-90 EB Ramps) would result in a change to the V/C ratio that would exceed the significance thresholds set forth above. However, with implementation of Mitigation Measure TR-MM-1, traffic impacts at Intersection No. 17 (Mindanao Way/SR-90 EB Ramps) would be reduced to a less-than-significant level, as shown in Table IV.J-16 on page IV.J-80.

It is noted that SR-90 is under the jurisdiction of Caltrans. As the City of Los Angeles does not have direct control over the operation of Intersection No. 17 (Mindanao Way/SR-90 EB Ramps), it cannot guarantee that Caltrans would agree to implement Mitigation Measure TR-MM-1. If Mitigation Measure TR-MM-1 were not implemented, a significant and unavoidable impact would remain at Intersection No. 17 (Mindanao Way/SR-90 EB Ramps) under the Existing with Project Condition.

As it is not known at this point if Caltrans will approve implementation of Mitigation Measure TR-MM-1, the impact at Intersection No. 17 (Mindanao Way/SR-90 EB Ramps) is conservatively considered significant and unavoidable.

(ii) Future with Project Conditions

As detailed above, under Future with Project Conditions, the Project would result in a significant impact to one of the 33 signalized intersections, Intersection No. 17 (Mindanao Way/SR-90 EB Ramps). However, implementation of Mitigation Measures TR-MM-1 would reduce the significant traffic impact at Intersection No. 17 (Mindanao Way/SR-90 EB Ramps) to a less-than-significant level, as shown in Table IV.J-17 on page IV.J-81.

It is noted that SR-90 is under the jurisdiction of Caltrans. As the City of Los Angeles does not have direct control over the operation of Intersection No. 17 (Mindanao Way/SR-90 EB Ramps), it cannot guarantee that Caltrans would agree to implement

Table IV.J-16
Existing with Project Conditions (2017) with Mitigation——Intersection Peak-Hour Levels of Service and Significant Impacts

No.	Intersection	Peak Hour	Existing with Project Conditions (2017)				Existing with Project Conditions (2017) with Mitigation			
			V/C	LOS	Change in V/C (4 – 3)	Signif. Impact?[a]	V/C	LOS	Change in V/C (5 – 3)	Mitigated
17	Mindanao Way/SR-90 EB Ramps	A.M.	0.826	D	0.028	Yes	0.719	C	−0.079	Yes[b]
		P.M.	0.840	D	−0.002	No	0.741	C	−0.101	—

[a] *According to LADOT's Transportation Impact Study Guidelines, December 2016, a transportation impact on an intersection shall be deemed significant as follows:*

Final V/C	*LOS*	*Project-Related Increase in V/C*
> 0.701–0.800	*C*	*≥ 0.040*
> 0.801–0.900	*D*	*≥ 0.020*
> 0.901	*E, F*	*≥ 0.010*

[b] *Implementation of Mitigation Measure J-1 would mitigate this impact to a level of less than significance. However, as it is uncertain at this point if Caltrans will approve implementation of Mitigation Measure J-1, the impact is conservatively considered significant and unavoidable.*

Source: Linscott, Law & Greenspan, 2017.

Table IV.J-17
Future with Project Conditions (2023) with Mitigation—Intersection Peak-Hour Levels of Service and Significant Impacts

No.	Intersection	Peak Hour	Future with Project Conditions (2023)				Future with Project Conditions (2023) with Mitigation			
			V/C	LOS	Change in V/C (4 – 3)	Signif. Impact?[a]	V/C	LOS	Change in V/C (5 – 3)	Mitigated
17	Mindanao Way/SR-90 EB Ramps	A.M.	0.941	E	0.028	Yes	0.832	D	−0.109	Yes[b]
		P.M.	0.931	E	−0.003	No	0.829	D	−0.102	—

[a] *According to LADOT's Transportation Impact Study Guidelines, December 2016, a transportation impact on an intersection shall be deemed significant as follows:*

Final V/C	*LOS*	*Project-Related Increase in V/C*
> 0.701–0.800	*C*	*≥ 0.040*
> 0.801–0.900	*D*	*≥ 0.020*
> 0.901	*E, F*	*≥ 0.010*

[b] *Implementation of Mitigation Measure J-1 would mitigate this impact to a level of less than significance. However, as it is uncertain at this point if Caltrans will approve implementation of Mitigation Measure J-1, the impact is conservatively considered significant and unavoidable.*

Source: Linscott, Law & Greenspan, 2017.

Mitigation Measure TR-MM-1. If Mitigation Measure TR-MM-1 were not implemented, a significant and unavoidable impact would remain at Intersection No. 17 (Mindanao Way/ SR-90 EB Ramps) under the Future with Project Conditions.

As it is not known at this point if Caltrans will approve implementation of Mitigation Measure TR-MM-1, the impact at Intersection No. 17 (Mindanao Way/SR-90 EB Ramps) is conservatively considered significant and unavoidable.

With regard to those study intersections located within or shared with the County of Los Angeles, as shown in Table IV.J-12 on page IV.J-58, under Future with Project Conditions, significant impacts are forecasted at Intersection No. 10 (Lincoln Boulevard/ Mindanao Way) and Intersection No. 11 (Lincoln Boulevard/Fiji Way). As the two County intersections are built-out and additional improvements may not be implemented, the potential Project and cumulative impacts are deemed to be significant and unavoidable at Intersection No. 10 (Lincoln Boulevard/Mindanao Way) and Intersection No. 11 (Lincoln Boulevard/Fiji Way). **Thus, a significant and unavoidable impact would remain under the Future with Project Conditions.**

(b) Neighborhood Intrusion/Residential Street Segments

No impact to neighborhood intrusion and residential street segments would occur.

(c) Public Transit

Project-level and c*u*mulative impacts to public transit would be less than significant without mitigation.

(d) Access and Circulation

Project-level and cumulative impacts with regard to access and circulation would be less than significant without mitigation.

(e) Bicycle, Pedestrian, and Vehicular Safety

Project-level and cumulative impacts related to bicycle, pedestrian, and vehicular safety would be less than significant without mitigation.

(f) Parking

Project-level and cumulative impacts related to parking would be less than significant without mitigation.

(g) Regional Transportation System

Project-level and cumulative impacts to CMP freeway segments, arterial monitoring stations, and transit would be less than significant without mitigation.

(h) Change in Air Traffic Patterns

Project-level and cumulative impacts with respect to air traffic safety would be less than significant without mitigation.

(i) Increased Hazards due to Design Feature or Incompatible Use

Project-level and cumulative impacts related to increased hazard due to a design feature or incompatible use would not occur.

(j) Inadequate Emergency Access

Project-level and cumulative impacts to emergency access would be less than significant without mitigation.

(k) Public Transit, Bicycle, and Pedestrian Facilities

Project-level and cumulative impacts regarding public transit, bicycle, and pedestrian facilities would be less than significant without mitigation.