

3G Traffic and Parking

3G.1 Introduction

This section presents the methodology, findings, and conclusions of the traffic impact analysis prepared by Allyn D. Rifkin, transportation planner/Engineer for the proposed project. Since the analysis prepared by Mr. Rifkin, the project has been reduced, the findings have therefore been adjusted to reflect the new project. The analysis of the originally proposed project is included in **Appendix H** of this EIR. The primary purpose of this analysis is to review existing traffic conditions in the vicinity of the project site and analyze the potential impacts associated with the proposed project.

3G.2 Environmental Setting

Description of Key Roadways

As shown on Figure 2.1, there are two principal access routes to the site: from the west, via Laurel Canyon Boulevard and Willow Glen Road; and from the east, via Hollywood Boulevard, Nichols Canyon Road and Willow Glen Road. Access to the north and the south from the site can be made via either of these routes. Additional access is available via Woodstock Road to Woodrow Wilson/Mulholland Drive and via Apollo/Hercules/Oceanus/Mt. Olympus Drive to Laurel Canyon Boulevard.

According to the Hollywood Community Plan, Laurel Canyon Boulevard is designated a Secondary Highway. This route serves as a cross-mountain route for traffic between the San Fernando Valley and the Hollywood area of the City of Los Angeles. Laurel Canyon, due to topographic constraints, has not been developed to Secondary Highway standards for much of the route between Hollywood Boulevard and Mulholland Drive, with predominately one through lane in each direction and left turn chanelization.

Hollywood Boulevard is designated a Major Highway, Class II, with an important connection to Hollywood Freeway (US Route 101). In the vicinity of the project, Hollywood Boulevard is mostly a residential street, and not developed to ultimate Major Highway standards.

Both Willow Glen Road and Nichols Canyon Road are designated Collector Routes. The City of Los Angeles public works database, Navigate LA, indicates that portions of both of these routes are less than 20 feet wide. Field checks verified this condition. In addition, it was also observed that on Willow Glen Road, there are sections of horizontal curves with sub-standard sight distance. These conditions occur mostly between the project site and Laurel Canyon Boulevard.

Alternate access routes (along Woodstock Road to Wilson Drive or along Apollo Drive to Mt Olympus Drive and to Laurel Canyon) involve additional travel on designated local streets.

As shown in Figure 3G-1 streets in the project area are narrow and windy.

No traffic is currently generated at the site.



Figure 3G-1 Thames Street East of the Site, looking West Towards the base of the Site (around the corner beyond the Car)

3G.3 Applicable Regulations

City of Los Angeles. The City's Transportation Department (LADOT) is responsible for transportation issues within the City of Los Angeles. LADOT reviews the transportation/traffic studies prepared for projects of all types for which the City is the Lead Agency, in addition to other public agency projects (county, state, or federal) located within, or that may affect, the City. Typically a formal traffic study is required when:

- A project is likely to add 500 or more daily trips or likely to add 43 or more PM peak hour trips and,
- The project is likely to significantly impact nearby intersection(s), that are presently believed to be operating at LOS C, D, E or F.

County of Los Angeles. New projects within the County of Los Angeles must comply with the Congestion Management Program (CMP) for Los Angeles County, which was adopted by the MTA in November 1995 pursuant to state law. The CMP involves monitoring traffic conditions and performance measures on the designated transportation network, analysis of the impact of land use decisions on the transportation network, and mitigation to reduce impacts on the transportation network. Appendix D of the CMP includes Transportation Impact Assessment (TIA) guidelines. The TIA guidelines require analysis at monitored street intersections and segments, including freeway on-and off-ramp intersections where a project is expected to add 50 or more peak hour vehicle trips and mainline freeway or ramp monitoring locations where a project is expected to add 150 or more peak hour trips. If a project does not add, but merely shifts trips at a given monitoring location, the CMP analysis is not required.

3G.4 Significance Criteria

The City of Los Angeles LADOT thresholds for preparation of traffic reports correspond to the likelihood of significant impact at the most conservative (most easily impacted) instances (LOS F). The project would not exceed these thresholds (see trip generation calculation below), and therefore it may be concluded that the project is not expected to have a significant impact relative to traffic. Thus, since the project is not likely to add 500 or more daily trips and not likely to add 43 or more PM peak hour trips, the project is not expected to have a significant impact relative to traffic and no intersection (nor CMP) analysis was conducted.

The project would not generate sufficient traffic to have a potential impact on intersection operations. The only applicable significance criterion applicable to the project is the safety criteria: could the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

3G.5 Impacts and Mitigation

Impact 3G-1: Increased traffic volumes at local intersections and on local street segments would not adversely affect the local street system. (Less than significant.)

In order to analyze the impacts of the proposed project, the number of new trips associated with the proposed project were estimated and added to the roadway system. **Table 3G-1** presents the trip generation rates published in ITE's *Trip Generation, 7th Edition* and the project trip generation calculated from these rates.

**TABLE 3G-1
PROJECT TRIP GENERATION**

		Daily	PM peak	Total daily Trips	Total PM peak hour trips
<i>Trip Generation Rates</i>					
Single-Family Detached Housing (ITE Code 210)	per dwelling unit.	15	1.7	90	10.2

SOURCE: Allyn D. Rifkin, PE, modified by Sirius Environmental for the revised project

As noted above, because this number of trips could not result in impacts to intersections, no intersection analysis was undertaken.

Impact 3G-2: The proposed project could adversely affect traffic safety at nearby intersections and along local roads. (Less than significant.)

See section 3F. for a discussion of emergency access.

The narrow widths and restricted sight lines on Willow Glen Road and other local roads result in considerable safety concerns including restrictions to emergency access. The local traffic authorities, LADOT, have installed safety-warning devices consisting of curve hazard warnings and posting of reduced speed limits to address the existing traffic hazards along these routes.

Additional safety measures, such as warning beacons or additional signage could be installed by LADOT if determined to be necessary. From field observations, local drivers have adapted to the limited conditions under existing traffic volumes. Large trucks and trash receptacles and parking along the local roads narrow the effective distance of the roads resulting in the need for drivers to proceed cautiously. Large vehicles, including trash pick up, also present challenges to drivers in the area and to emergency access vehicles.

The addition of 10.2 vehicle trips (both directions) per hour represents one additional car per 133 seconds (or every 2 minutes). Traffic volumes could all occur on Willow Glen or could be distributed across the several site access roads noted above. The project would not significantly change existing hazards in the area. In the opinion of the traffic engineer, the project-generated traffic would not result in a significant safety impact along Willow Glen Road or other local roads.

Construction

Construction traffic impacts are evaluated because of the necessity of exporting soil and bringing building materials to the site. It is estimated that about 2,000 cubic yards of soil will be required to be removed in order to develop the project. Because of the roadway geometry and topology, the developer proposes to use 7 cubic yard (single-barrel) trucks for the removal of dirt. It is proposed that the hours of export will be between 9 am and 3 pm to avoid peak hour traffic conditions. Further it is proposed that no more than 20 trucks per day would be dispatched. Under those assumptions, the soil exporting process would take approximately 3 weeks.

Delivery of construction material and construction employees to the site is expected to require fewer truck movements (total and daily) than the soil import task.

The expected truck traffic during soil export (20 trucks per day on average) represents 40 truck trips over a 6-hour period. This would represent 7 trucks per hour, or 514 seconds (8 minutes) between trucks. With implementation of mitigation measures below, the construction traffic is not expected to have significant congestion or safety impacts on the local or regional street systems.

Traffic impacts would be more evenly distributed (and less than significant) to the extent that conditions of approval would allow the use of alternate local routes along Woodstock Road to Wilson Drive or along Apollo Drive to Mt Olympus Drive and to Laurel Canyon, which are designated local streets.

Construction staging is anticipated to occur largely on-site, however, construction vehicles are anticipated to occasionally park on the local streets resulting in temporary obstructions to traffic and inconveniencing the neighbors.

Operation

As noted below, as under current conditions for existing homes in the area parking on the sides of these narrow canyon roads, narrows the effective width of the roads resulting in obstructions to drivers and also emergency access vehicles. Also, as under existing conditions in front of other homes in the area, trash receptacles can also narrow the effective street width.

Mitigation:

See also parking mitigation below.

Mitigation Measure 3G-1: Flag persons should be provided, per LADOT standards and conditions during delivery hours at the intersections of Willow Glen Road with Woodstock Road, Leicester Drive and Thames Street and at horizontal curve restrictions on Willow Glen Road.

Mitigation Measure 3G-2: To avoid sight distance problems, delivery of soil and construction material should be routed to use the Nichols Canyon Road access.

Mitigation Measure 3G-3: To the extent feasible allowance for trash receptacles off the roadway should be made at each home site.

Significance after Mitigation: Less-than-significant.

Impact 3G-3: The proposed project (six occupied homes) could be developed with a shortage of parking capacity. Less than significant.

The City of Los Angeles Zoning Code establishes the parking requirements for land use on the project site. The Zoning Code requires two covered spaces for the first 2,400 sq. ft. and one space (covered or uncovered) for each additional 1,000 sq. ft. The Zoning Code does not require guest parking. The proposed project would provide parking spaces in compliance with City standards and requirements. However, guests would have to park as they do currently in the neighborhood – on flat areas and along the street illegally. As discussed above, this practice effectively narrows the street making emergency access especially for fire vehicles very difficult. As discussed in Section 3F, the project site is in a Very High Fire Hazard Zone, emergency access is critical in this area. Any (illegal) guest parking for the 6 homes would not substantially change current conditions in the area.

The required street width in the area is a 28-foot roadway within a 36-foot right-of-way; however, less is allowed with approval of the City Engineer. The project proposes street widths of 20 feet within a 26-foot right-of-way; the City Engineer has indicated this to be potentially acceptable with parking prohibitions on streets through the site.

Mitigation:

Mitigation Measure 3G-4: Parking shall clearly be prohibited (through red curb or other means) on streets and fire turnarounds through the site.

Significance after Mitigation: Less than significant.