

**XVI. TRANSPORTATION / TRAFFIC**

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XVI. TRANSPORTATION/TRAFFIC—</b>				
<b>Would the project:</b>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY**

*The proposed project presents two potentially significant but mitigated traffic and transportation impacts. These impacts will be analyzed and considered in the EIR.*

Regional freeways in the project vicinity include the Santa Monica (I-10), San Diego (I-405), Anderson (I-105), and Marina (State Route 90) Freeways. Interstate 10 provides an east-west link to downtown Los Angeles. Interstate 405 is the major north-south link in west Los Angeles. Interstate 105 connects with Imperial Highway on the south side of Los Angeles International Airport (LAX). State Route (SR) 90 provides an east-west link from I-405 to MDR.

Several arterials and local streets serve the PDR lots. The arterials include Manchester Avenue (SR 42), Lincoln Boulevard (SR 1), Culver and Jefferson Boulevards (to the north), and Pershing Drive. Manchester Avenue is an east-west road that provides the primary connection from the PDR project lots (on local residential streets) to the overall roadway network (eastward to Lincoln Boulevard and I-405, and westward to Pershing Drive). Lincoln Boulevard is a north-south roadway in the project area that connects with Sepulveda Boulevard at LAX to the south and

extends north into MDR, Venice, and Santa Monica. Culver and Jefferson Boulevards are oriented diagonally east-west roadways north of the PDR project lots and connect PDR and coastal areas farther west with Culver City and the I-405 Freeway. Pershing Drive is a north-south road that connects Manchester Avenue with Culver Boulevard to the north and Westchester Parkway to the south.

As described above, the clusters of lots within the PDR project area are served by a series of local roadways whose primary connection to the roadway network in Manchester Avenue. The local streets include Falmouth Avenue, Calabara Avenue, 79th through 83rd Streets, Saran Drive, and Gulana Avenue.

The MDR Peninsula/Venice area is served by a number of arterial and local streets. The arterials include Pacific Avenue, Washington Street/Boulevard (to the north), and Lincoln Boulevard (to the east). Pacific Avenue is a north-south street that extends from the Marina Peninsula to Venice and Santa Monica. Washington Street/Boulevard is an east-west street that begins at Pacific Avenue, and runs east to Culver City and beyond. Lincoln Boulevard (SR 1) is a north-south street in the project area that connects with Sepulveda Boulevard at LAX to the south and extends north into Santa Monica. The two lots in the Marina del Rey project area are located north of Union Jack Street, between Speedway Avenue and the Venice Beach on the MDR Peninsula.

## IMPACTS ANALYSIS

### ***SALE AND DEVELOPMENT OF THE PLAYA DEL REY AND MARINA DEL REY LOTS***

- a) **Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?**

Previous traffic studies conducted in the project area have evaluated traffic levels at major intersections. The most recent studies indicated that, with one exception, a.m. (morning) and p.m. (evening) peak-hour intersection service levels are generally level of service (LOS) D or better (volume/capacity ratio of 0.88 or lower). The exception is the intersection of Manchester Avenue / Lincoln Boulevard, which was found to operate at LOS E (volume/capacity ratio of 0.91) during the p.m. peak hour.

It is assumed that the lots with residential zoning controls would be developed as single-family or multi-family housing, as appropriate to those zoning controls. For these lots, the estimated traffic generation is 334 trips per day (ITE 1997). The future use on the one project lot (in the PDR area) that is zoned commercial has not been established. With the assumption that the commercial use would be a general office building (trip generation per 1,000 square feet gross area), estimated traffic generation is 31 trips per day (ITE 1997). The estimated total traffic generation from development of the PDR and MDR lots is 365 trips per day. Construction on the project lots would also generate increased traffic on area roadways.

However, those increases would be temporary and dispersed over the network of roadways serving the project area.

According to the Coastal Transportation Corridor Specific Plan, residential dwellings are exempt from its provisions. The Plan applies only to Commercial, Manufacturing, and Automobile Parking zones. Thus, 35 of the 36 lots located in PDR and MDR would be exempt due to their residential zoning and the nature of the presumed development (i.e., residential dwellings). Additionally, the total number of trips generated by PDR and MDR development is minimal and no significant impact is anticipated as a result of this project.

The unknown use of the commercially zoned lot in PDR, even with the potentially small number of trips that may be generated could still represent a significant impact. However, this would be considered less than significant once appropriate mitigation is implemented. This impact and potential mitigation will be considered further in the EIR.

**b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Future owners of the surface rights would be required to develop the lots. All development would be in accordance with the local policy and subject to review by the City and County of Los Angeles. The 36 undeveloped lots will be sold to several different entities or individual owners, and are not likely to be developed all at once. However, for analysis purposes it is assumed that all of the lots would be developed at the same time, or at least within a short period of time.

The first major roadway that the local residential streets in the PDR project area meet is Manchester Avenue, and therefore it is the most likely road that area residents use to get in and out of the area. Manchester Avenue is designated as a Major Highway-Class II and has an average capacity of 36,000 vehicles per day. The City of Los Angeles assesses changes in roadway levels of service on the basis of the percent increase in traffic volumes, with different (increasingly lower) thresholds of percent increase depending on the prevailing (pre-project) level of service. For example, the impact threshold for roadways operating at LOS C is a project-generated four percent increase in roadway traffic volume; at LOS D is a two percent increase; and at LOS E is a one percent increase. Preliminary assessment of the trip generating potential associated with the project lots indicates a significant impact potentially could occur if the one commercially zoned lot was developed with a traffic-intensive use. However, this would be considered less than significant once appropriate mitigation is implemented. This impact and potential mitigation will be considered further in the EIR.

**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?**

Development of the project lots would not change air traffic patterns, increase air traffic levels or result in a change in location that results in substantial safety risks. Although the project site is located in proximity of the Los Angeles International (LAX) Airport, the maximum heights of the buildings on the project lots are expected to be consistent with heights of other nearby buildings. The project effect would be considered less than significant.

**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)?**

The project lots are located in established neighborhoods, and development of those lots would not introduce hazardous design features or incompatible uses. There would be no sharp curves, dangerous intersections, or incompatible traffic circulation uses introduced as a result of this project. The project effect would be considered less than significant.

**e) Would the project result in inadequate emergency access?**

The project lots are located in established neighborhoods, and development of those lots would not result in inadequate emergency access. There would be no blockage of access or traffic pattern disturbance that could adversely impact emergency access. The project effect would be considered less than significant.

**f) Would the project result in inadequate parking capacity?**

Currently, the residential development surrounding the MDR and PDR lots contain designated parking areas. If the residential lots proposed for development are developed in the same manner, parking demand associated with the new houses should not generate a increase in demand to the onsite parking supply. A significant impact potentially could occur if the one commercially-zoned lot were developed without sufficient onsite parking supply. Without knowing the intended development scenario of the commercial lot, a demand can not be estimated. The peak parking demand that would be generated by the commercial lots can be estimated in the EIR analysis if the intended use is known. An impact determination can be made at that time.

**g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

The project lots are located in established neighborhoods, and development of those lots would not conflict with adopted policies, plans, or programs supporting alternative transportation. There would be no bus stops, turnouts, substantial increase in public transportation, substantial increase in bicycle racks, etc. as a result of this project. The project effect would be considered less than significant.