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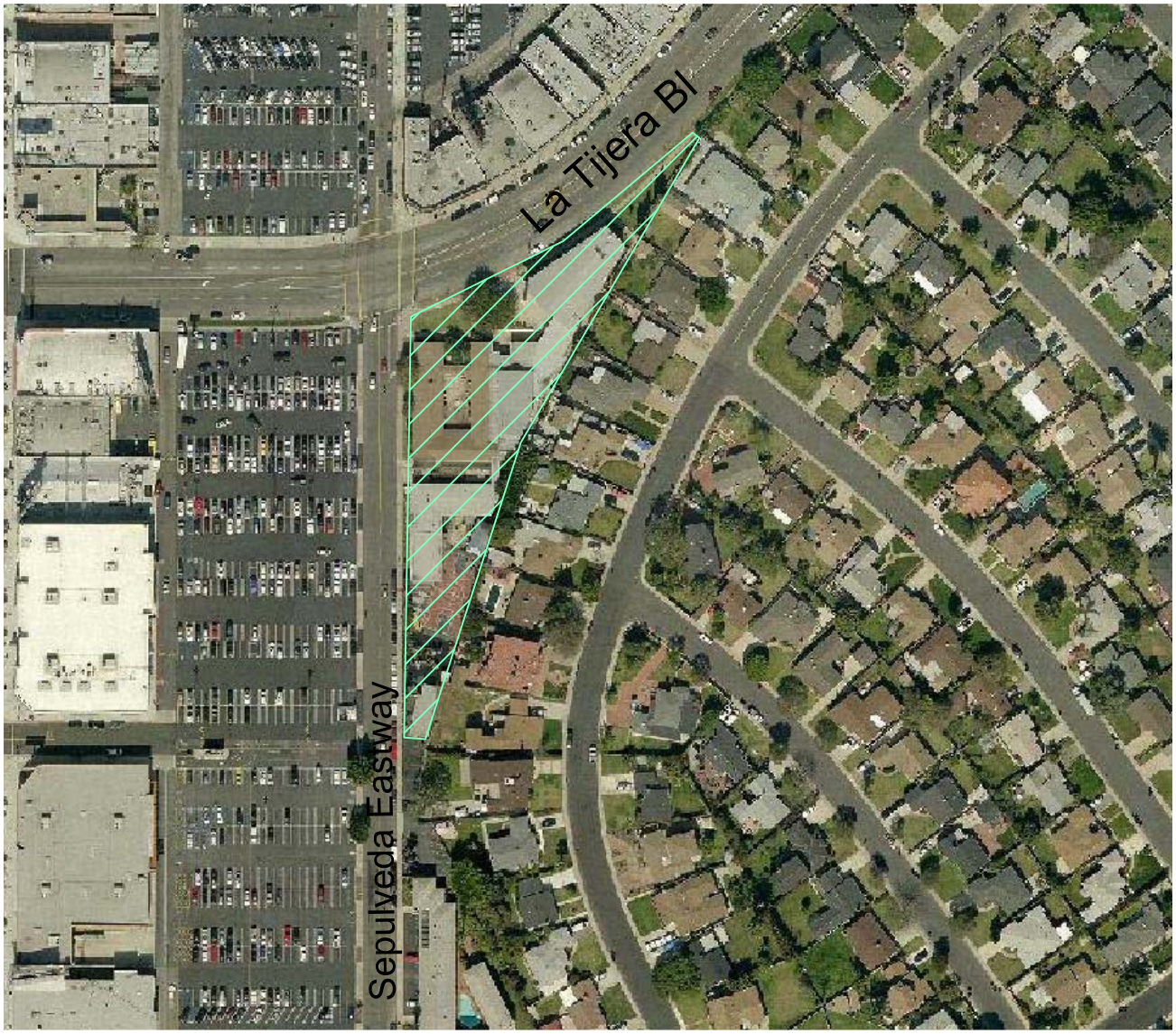
TRAFFIC IMPACT ANALYSIS
RESIDENTIAL APARTMENT PROJECT

Located at
8740 La Tijera Boulevard
in the City of Los Angeles



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March 2015

TRAFFIC IMPACT ANALYSIS FOR A PROPOSED RESIDENTIAL APARTMENT PROJECT

Located at 8740 La Tijera Boulevard

in the

Westchester Area
of the City of Los Angeles

Prepared by:

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& APRIL 2015

EXECUTIVE SUMMARY

This study presents an analysis of the potential traffic impacts created by a proposed 137 unit apartment project to replace an existing Charter Middle School. The project site is located at 8740 La Tijera Boulevard in the City of Los Angeles, as shown in the following aerial photograph.

The focus of this traffic study is to evaluate the traffic impact created by the change in land use and the increase in site-generated traffic volume. The analysis presented in this study provides the information necessary to determine the significance of the traffic impacts created the proposed project and whether traffic mitigation measures are required.

The Project proposes three driveways on Sepulveda Eastway. The northerly driveway provides access to the first level of subterranean parking (P1). The middle driveway provides access to the second level of subterranean parking (P2). The southerly driveway provides access to a surface level lot. Sufficient parking will be provided to meet City of Los Angels Municipal Code Requirements.

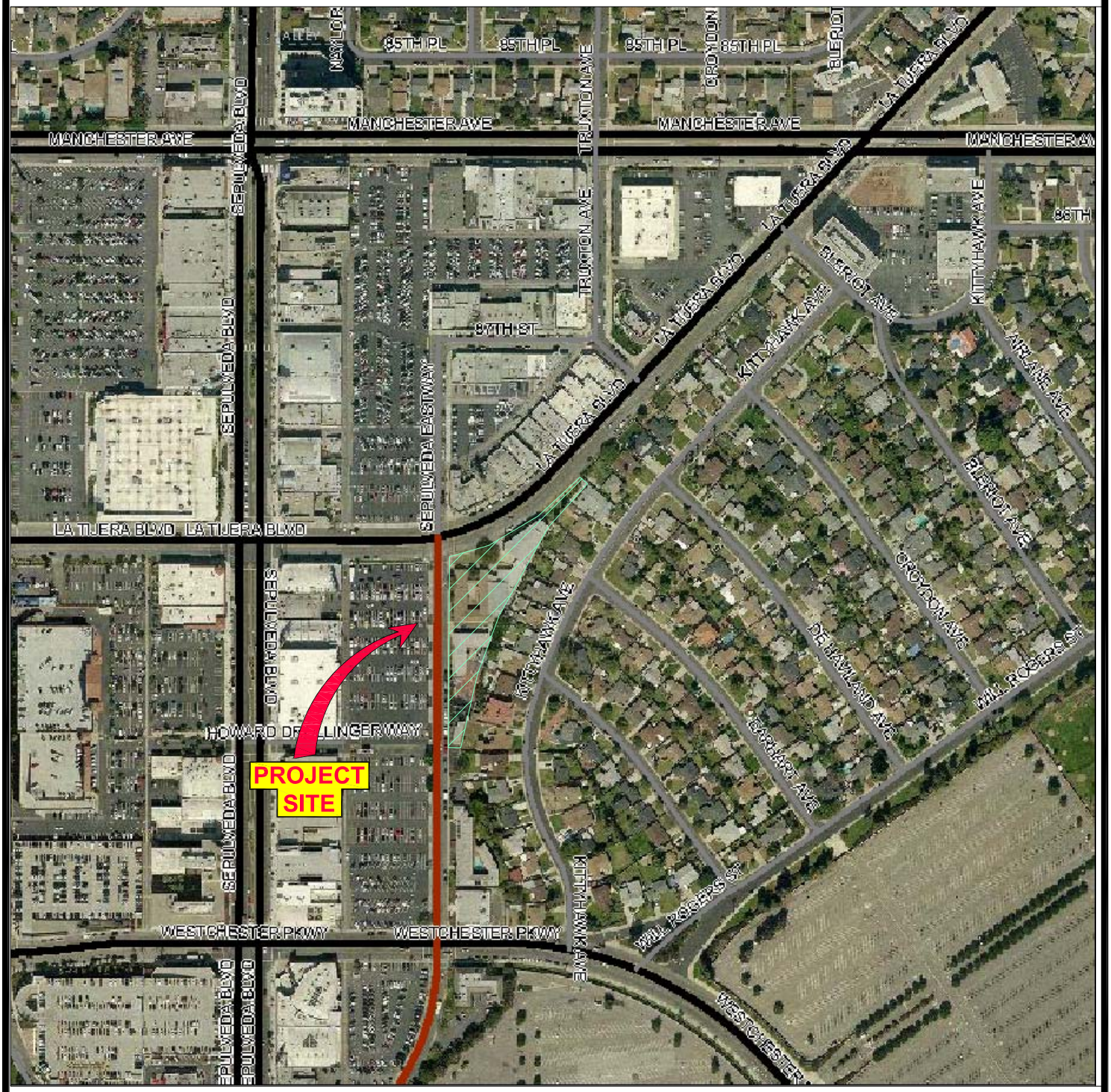
It is estimated that the development Project would generate a net increase of up to 508 daily trips with 64 fewer net trips during the am peak hour and 56 more trips during the pm peak hour than the existing school use. Using the criteria established by the City of Los Angeles, it has been determined that the added traffic volume generated by the development Project will not significantly impact any of the seven study intersections. The trip generation and traffic study locations were determined based upon discussions with the Los Angeles Department of Transportation (LADOT) for the study parameters.

La Tijera Boulevard provides the northern boundary of the Project site. La Tijera Boulevard is designated as a Class II Major Highway in the Transportation Element of the General Plan. A Class II Major Highway requires a 52-foot half right-of-way with a 40-foot half roadway and 12-foot sidewalk. The current right-of-way along the Project frontage of La Tijera Boulevard is 50 feet in width. The Project will be required to dedicate 2 feet along the La Tijera Boulevard Project frontage and widen the sidewalk by 2 feet.

Sepulveda Eastway provides the western boundary of the Project site. Sepulveda Eastway is designated as a Collector Street in the Westchester-Playa del Rey Community Plan. A Collector Street requires 32-foot half right-of way with a 24-foot half roadway and 8-foot sidewalk. The current right-of-way along the Project frontage of Sepulveda Eastway is 25 feet in width. The Project will be required to dedicate 7 feet along the Sepulveda Eastway Project frontage.

Parking - No parking impacts are anticipated with the Project because, at a minimum, code parking code requirements for vehicles and bicycles will be satisfied by the Project.

No transit, Congestion Management Program, or bikeways significant impacts are anticipated with the Project.



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PROJECT SETTING

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CHAPTER 1 INTRODUCTION

As part of the Project's environmental review, an evaluation of the potential traffic impact of the proposed development on the surrounding area is required. Therefore, the traffic impact analyses in this traffic study has been conducted using the procedures adopted by the City of Los Angeles Department of Transportation (LADOT) and the Coastal Transportation Corridor Specific Plan to analyze the potential traffic impact of new development Projects. The intersections were evaluated using the LADOT Critical Movement Analysis (CMA) method. The CMA method calculates the operating conditions of each individual study intersection using a ratio of peak hour traffic volume to the intersection's capacity. Any change to the intersection's peak hour operating condition caused by an increase/decrease in traffic volume can be quantified (i.e. traffic impact) using this analysis method.

Potential traffic impacts caused by a development Project that exceed limits established by the City of Los Angeles as specified Coastal Transportation Corridor Specific Plan are identified. Any significantly impacted intersections are then evaluated for possible traffic mitigation measures.

Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the existing and future traffic volume estimate:

(a) New traffic counts[1] were conducted on Wednesday September 18, 2013 for four of the study intersections and on Wednesday November 5, 2014 for three of the study intersections;

(b) Traffic in (a) + the net Project traffic (existing + Project);

(c) Traffic in (b) + proposed traffic mitigation, if necessary

(d) Existing + ambient growth to 2017 (added additional 1% per year);

[1] Intersection traffic counts were taken on different days because some new counts were conducted for other projects in the area. Traffic counts conducted in 2013 (intersections 1, 2, 3,& 5) were increased by 1% to reflect potential growth in the area from 2013 to 2014.

(e) Traffic in (d) + related projects (future “without Project” scenario);

(f) Traffic in (e) with the proposed Project traffic (future “with Project” scenario);

(g) Traffic in (f) + the proposed traffic mitigation, if necessary.

A CMA analysis of the existing and future traffic conditions analysis has been completed at those locations expected to have the highest potential for significant traffic impacts. Morning and evening peak hour conditions have been evaluated at seven (7) key intersections. It should be noted that future traffic conditions include the potential construction of 8 other land development Projects (related Projects) in the general vicinity of the Project site.

The intersections analyzed in this study are:

1. Sepulveda Boulevard and Manchester Avenue;
2. La Tijera Boulevard and Manchester Avenue;
3. Sepulveda Boulevard and La Tijera Boulevard;
4. La Tijera Boulevard and Sepulveda Eastway;
5. Sepulveda Boulevard and Westchester Parkway;
6. Sepulveda Eastway and Westchester Parkway; and,
7. Airport Boulevard and Westchester Parkway.

CHAPTER 2 PROJECT DESCRIPTION

The Project will construct a new Apartment Project with up to 137 units. The new construction will replace an existing Charter Middle School with 249 students. The Project will provide 5 stories of development with two levels of parking. The first level of parking will be partially subterranean on the north end of the site and above ground at the southerly end of the site due to the existing topography. The second level of parking will be subterranean.

Parking will be provided in two parking levels with sufficient supply to meet City of Los Angeles Municipal Code requirements. Parking access will be provided from three driveways off of Sepulveda Eastway. The northerly driveway will provide access to the P1 level. The middle driveway will provide access to the P2 level. The southerly driveway will provide grade level parking. No driveways are proposed from La Tijera Boulevard.

The Project site is located on the southeast corner of La Tijera Boulevard and Sepulveda Eastway. The Project has frontage along both La Tijera Boulevard and Sepulveda Eastway.

The location of the Project is depicted on Figure 1. Figure 2 illustrates the Project site plan.

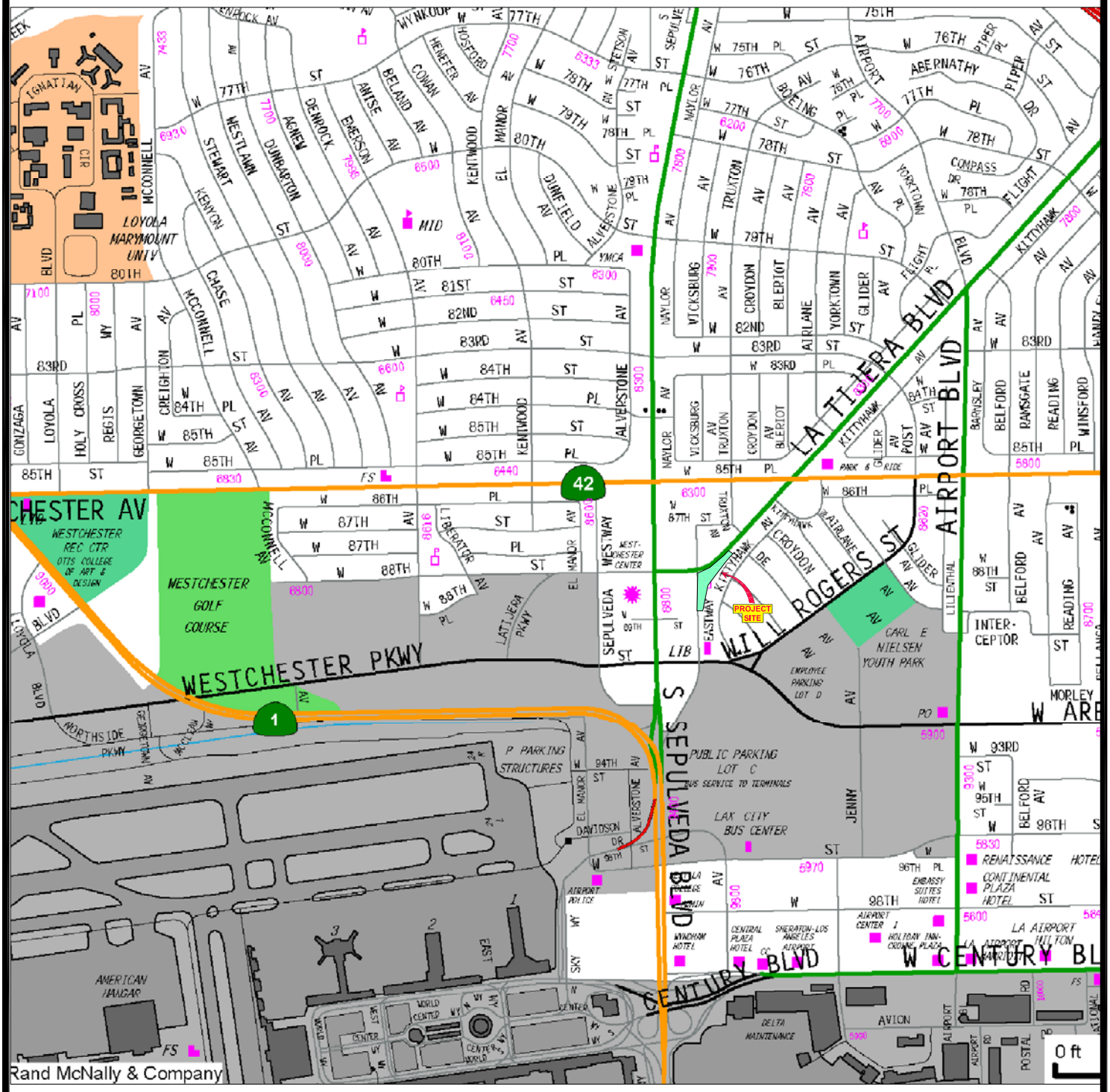

FIGURE 1

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PROJECT LOCATION

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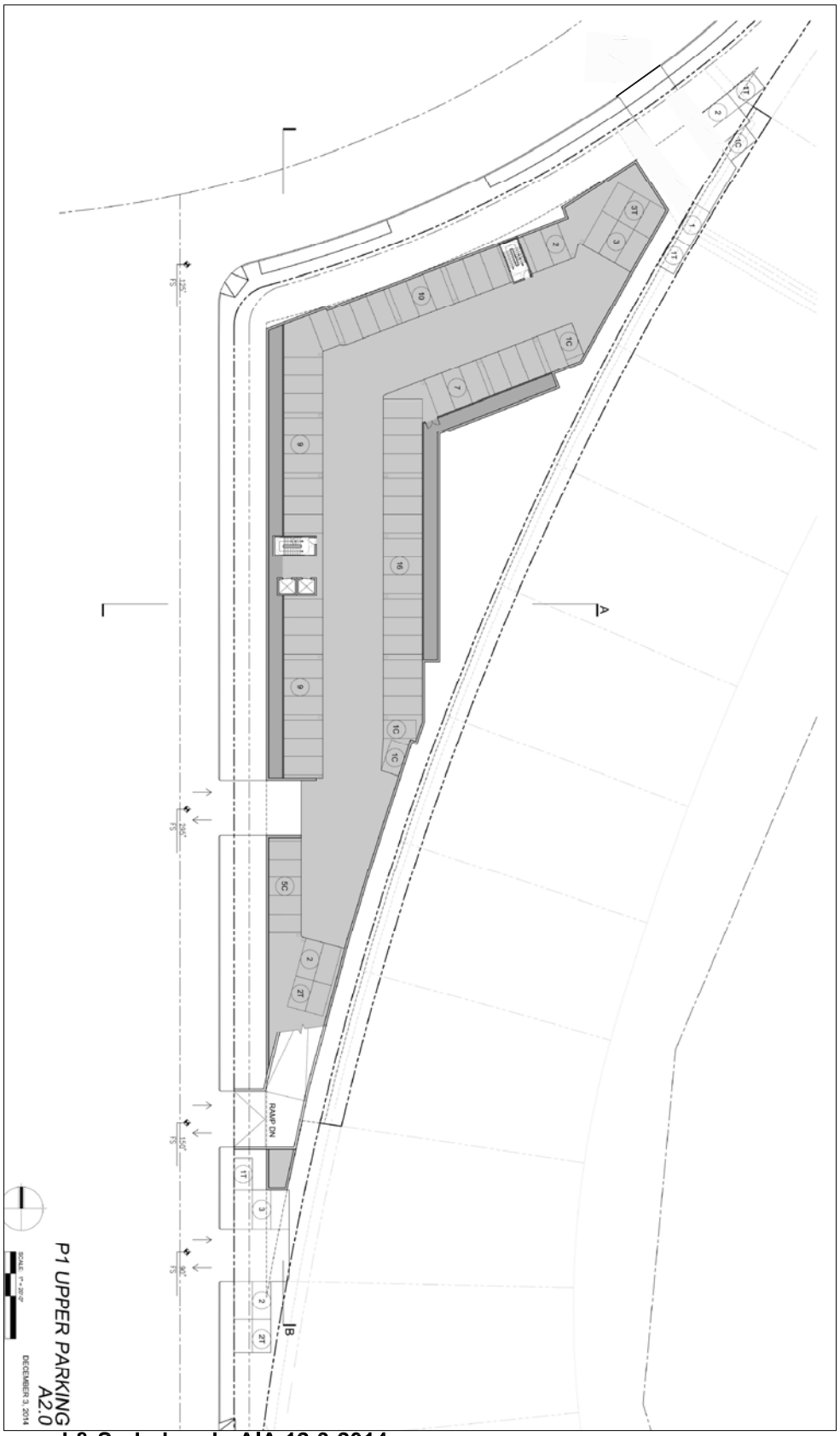

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FIGURE 2

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PROJECT SITE PLAN

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Land Use

The project site is located in the Westchester – Playa Del Rey Community Plan area of the City of Los Angeles. The Community Plan area contains 5,793 acres consisting of primarily single family land use. Single family residential uses represent 1,754 acres (30.3 %) with 635 acres (11%) of multi-family, commercial uses represent 457 acres (7.9 %), 494 acres (8.5%) of industrial land use, 1,160 acres (20%) open space/public facilities and 1,293 acres (22.3%) streets. Appendix A contains the land use map for the Westchester – Playa Del Rey Community Plan. The project also lies within the Coastal Transportation Corridor Specific Plan and will be subject to the Specific Plan requirements. The boundaries of the Costal Transportation Corridor Specific Plan are portrayed on the Specific Plan Map in Appendix B.

Brief descriptions of the roadway facilities in the study area are provided below.

In addition to collecting traffic volume data for this analysis, field surveys were conducted in the study area to determine the roadway and intersection geometry and traffic signal operations. Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations for the Project impact analysis. A brief description of the effected roadway facilities is provided following Figure 3.

Transportation Facilities

The nearest freeway serving the site is the San Diego Freeway (I-405) which is located less than 1.5 miles to the east via La Tijera Boulevard or to the north via Sepulveda Boulevard. This north-south freeway generally provides four mixed-flow lanes and one HOV lane in each direction with an average daily traffic volume of approximately 300,000 vehicles per day near La Tijera Boulevard. Current non-directional peak hour traffic volumes on the San Diego Freeway are approximately 20,000 VPH. The most recent 2010 CMP monitoring report for the San Diego Freeway north of La Tijera Boulevard listed the morning congestion levels at LOS F(2) for northbound and LOS E for southbound

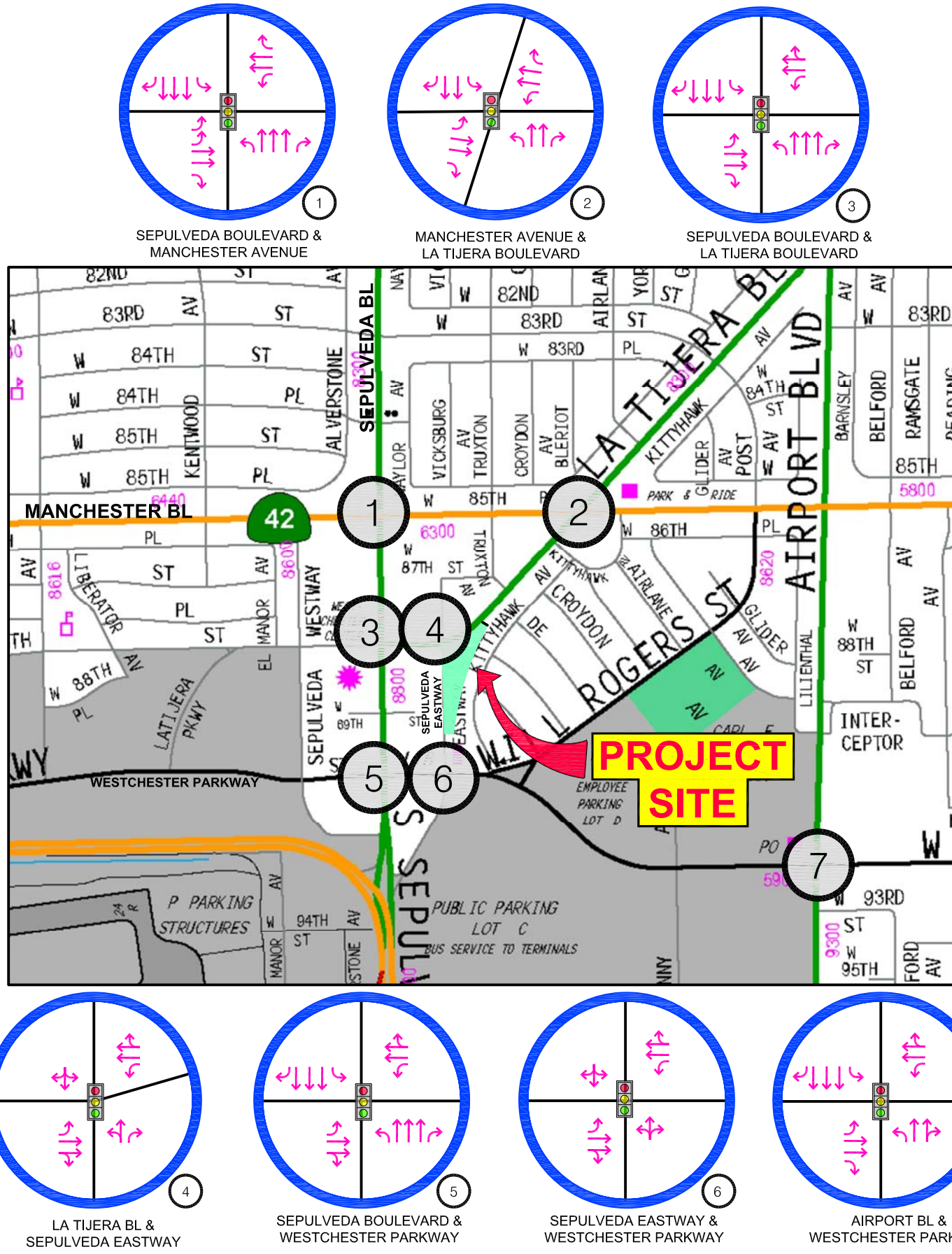

FIGURE 3

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STUDY INTERSECTION CHARACTERISTICS

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directions. For the afternoon period, northbound congestion level was reported at LOS F(1) and the southbound congestion level was at LOS E at this monitoring station.

Manchester Avenue is an east – west Class II Major Highway. The roadway provides two lanes in each direction, median channelization, on-street parking and recently installed bike lanes. Manchester Avenue is predominately developed with residential uses and provides full access to the I-405 Freeway.

Sepulveda Boulevard is a north – south Class I Major Highway. The roadway provides three lanes in each direction, median channelization, on-street parking and bike lanes. Sepulveda Boulevard is a commercially developed street south of Manchester Avenue and residential north of Manchester Avenue.

La Tijera Boulevard is designated a Class II Major Highway which provides freeway access to LAX. The roadway provides two lanes in each direction, median channelization and on-street parking. La Tijera Boulevard is a major corridor between Slauson Avenue in Culver City and Westchester Parkway.

Westchester Parkway is an east – west Class II Major Highway. The roadway provides two lanes in each direction and median channelization between Pershing Drive and Airport Boulevard. East of Airport Boulevard, Westchester Parkway changes its name to Arbor Vitae Street. West of Sepulveda West Way, Westchester Parkway provides bike lanes in each direction.

Airport Boulevard

Sepulveda Eastway is an approximately one half mile long north - south oriented Collector Street between 87th Street and Sepulveda Boulevard. The roadway provides one lane in each direction.

Appendix C contains the City of Los Angeles street standards, street layout plans and recent photos of the study intersections.

Transit Service

Multiple public transportation opportunities are provided in the Project vicinity Metro provides transit route 115 along Manchester Avenue between Norwalk and Playa Del Rey and route 102 along Sepulveda Boulevard/LaTijera Boulevard in the study area between South Gate and LAX. LADOT operates commuter Express 574 between Sylmar Metrolink Station and El Segundo. Culver City Bus operates route 6 between Westwood/UCLA and LAX along Sepulveda Boulevard. Finally, Santa Monica operates the Big Blue Bus route 3 between the Green Line Station in El Segundo to UCLA along Manchester Avenue to Lincoln Boulevard in the study area. The transit and metro lines are illustrated in Appendix D.

CHAPTER 4 PROJECT TRAFFIC CHARACTERISTICS

Project Traffic Generation

Traffic-generating characteristics of many land uses including the proposed apartments and existing Charter Middle School been surveyed by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in a handbook titled Trip Generation, 9th Edition. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses. The Coastal Transportation Corridor Specific Plan has published trip generation rates unique to the project area for the PM Peak Hour time period.

The ITE studies and Coastal Transportation Corridor Specific Plan indicate that the use and the size associated with the proposed Project and existing use generally exhibit the trip-making characteristics as shown by the trip rates in Table 1.

Table 1
Traffic Generation Rates

Description	ITE Code	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Apartment	220	6.65	0.51	20%	80%	0.7	65%	35%
Middle School/Jr. High School	522	1.62	0.54	55%	45%	0.16	49%	51%

Rate for Housing is per unit and per student for the school

The ITE rates are estimated without regard for the nature of the Project's vicinity in terms of transit and walking or interaction with the traffic on the surrounding roadways. Considering the transit opportunities, walkability and expanding cycling infrastructure in the City, it is anticipated that residents will make use of these options to single occupant vehicles. However, in order to present a conservative analysis, no transit or walk credits were incorporated.

It is estimated that the Project will conservatively generate a net increase of 508 daily trips with 64 fewer trips during the morning peak hour and 56 more trips during the evening peak hour than the existing Charter Middle School. Table 2 displays the estimated Project net trip generation.

Table 2
Estimated Project Traffic Generation

Description	Size	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Project								
Apartment	137 units	911	70	14	56	96	62	34
Existing to be Removed								
Charter Middle School	249 students	403	134	74	60	40	20	20
NET TOTAL TRIPS		**508**	**(64)**	**(60)**	**(4)**	**56**	**42**	**14**

Trip Distribution and Assignment of Project Traffic

A primary factor affecting a Project's trip direction is the spatial distribution destination points which would generate Project trip origins and destinations. The estimated Project directional trip distribution is also based on the study area roadway network, freeway locations, traffic flow patterns in and out of this area of the City of Los Angeles and consistency with previously approved traffic studies for this area of Los Angeles.

Figure 4 illustrates the estimated area wide Project traffic distribution percentages. Figure 5 shows the estimated Project traffic percentages detailed at each of the selected study intersections. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in the Table 2, peak hour traffic volumes at each study location have been calculated and are shown in Figure 6 for the development. This estimated assignment of the Project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the Project at the study intersections.

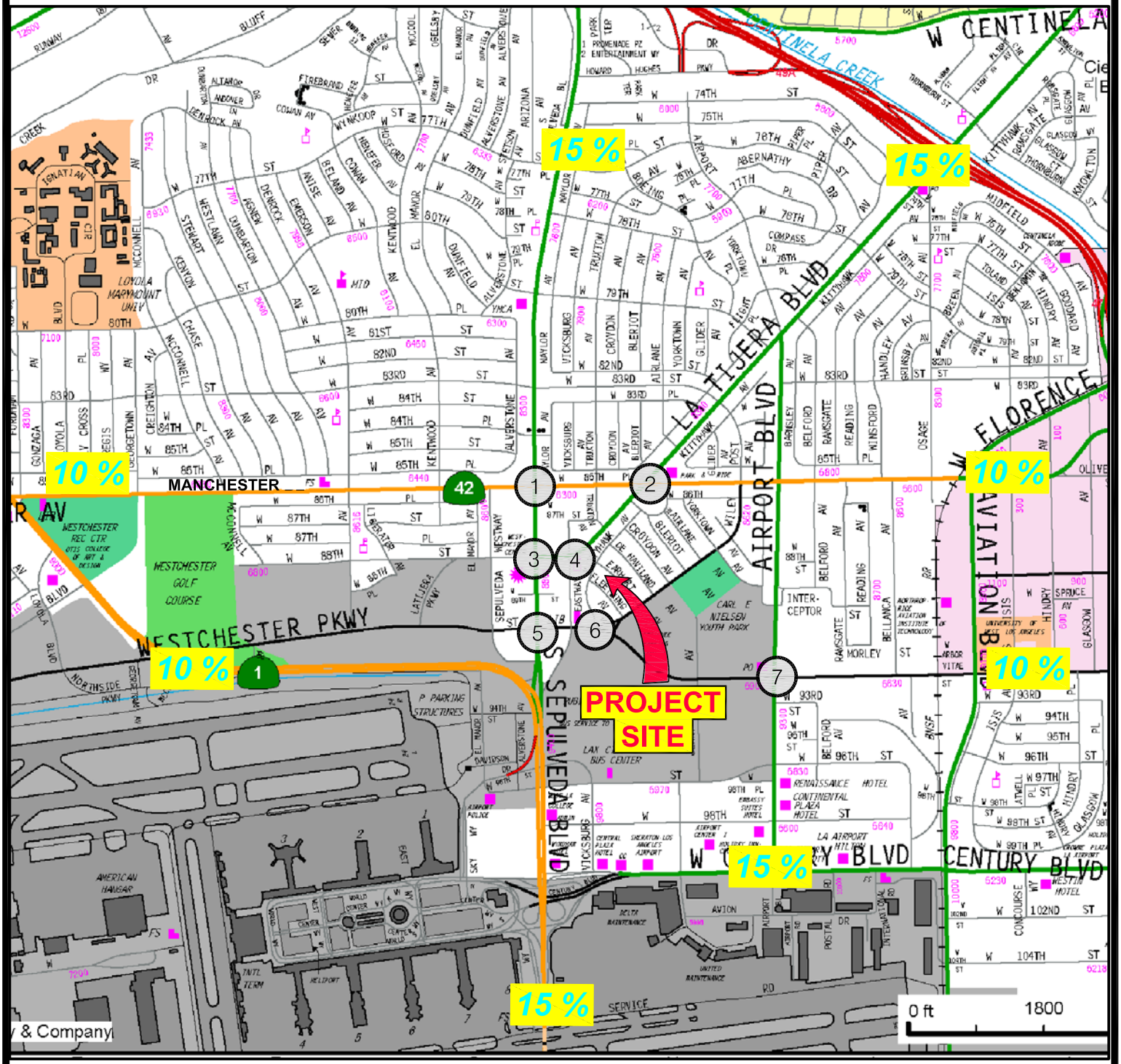

FIGURE 4

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PROJECT TRAFFIC DISTRIBUTION PERCENTAGES

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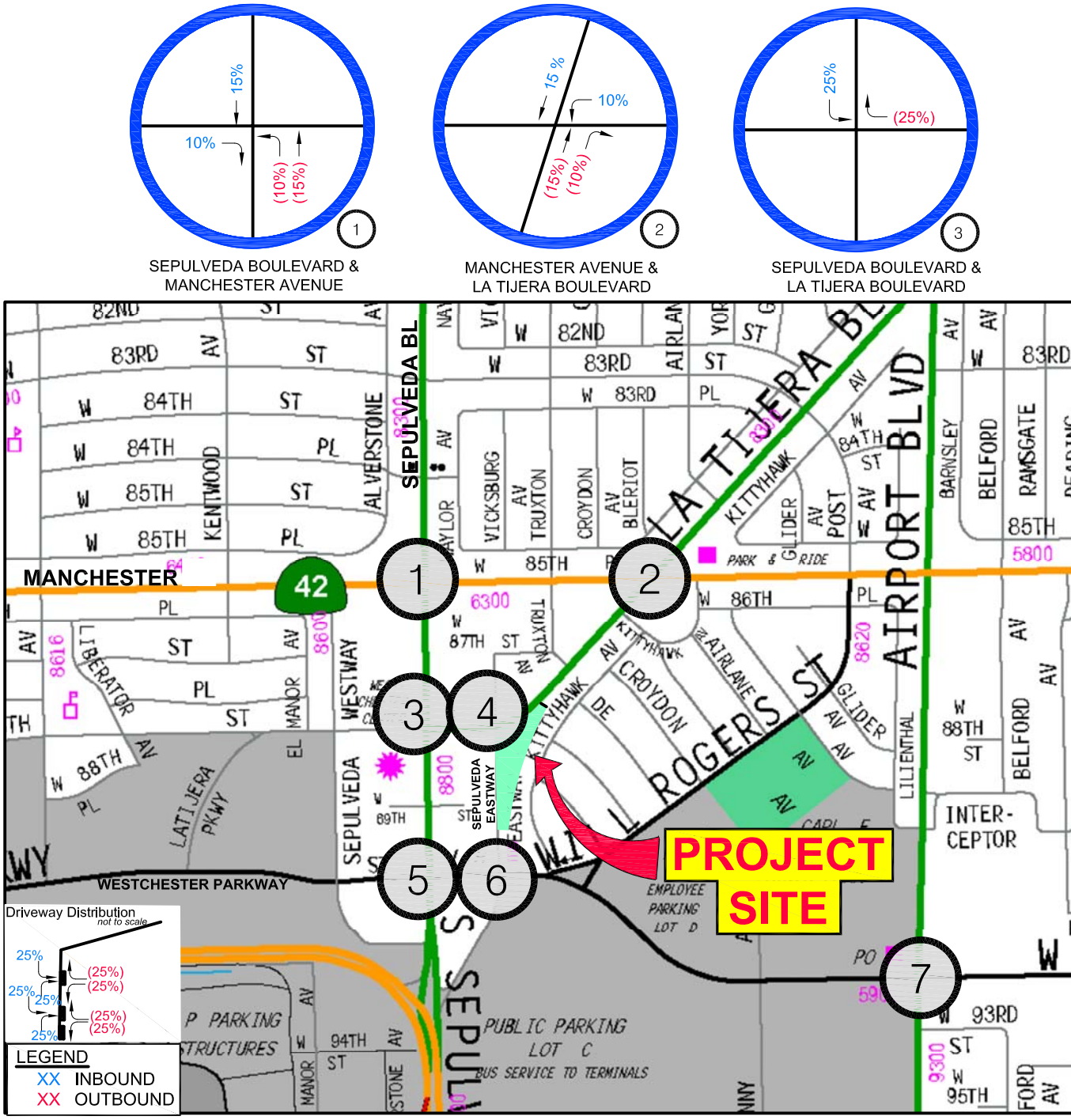

FIGURE 5

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PROJECT TRIP DISTRIBUTION PERCENTAGES

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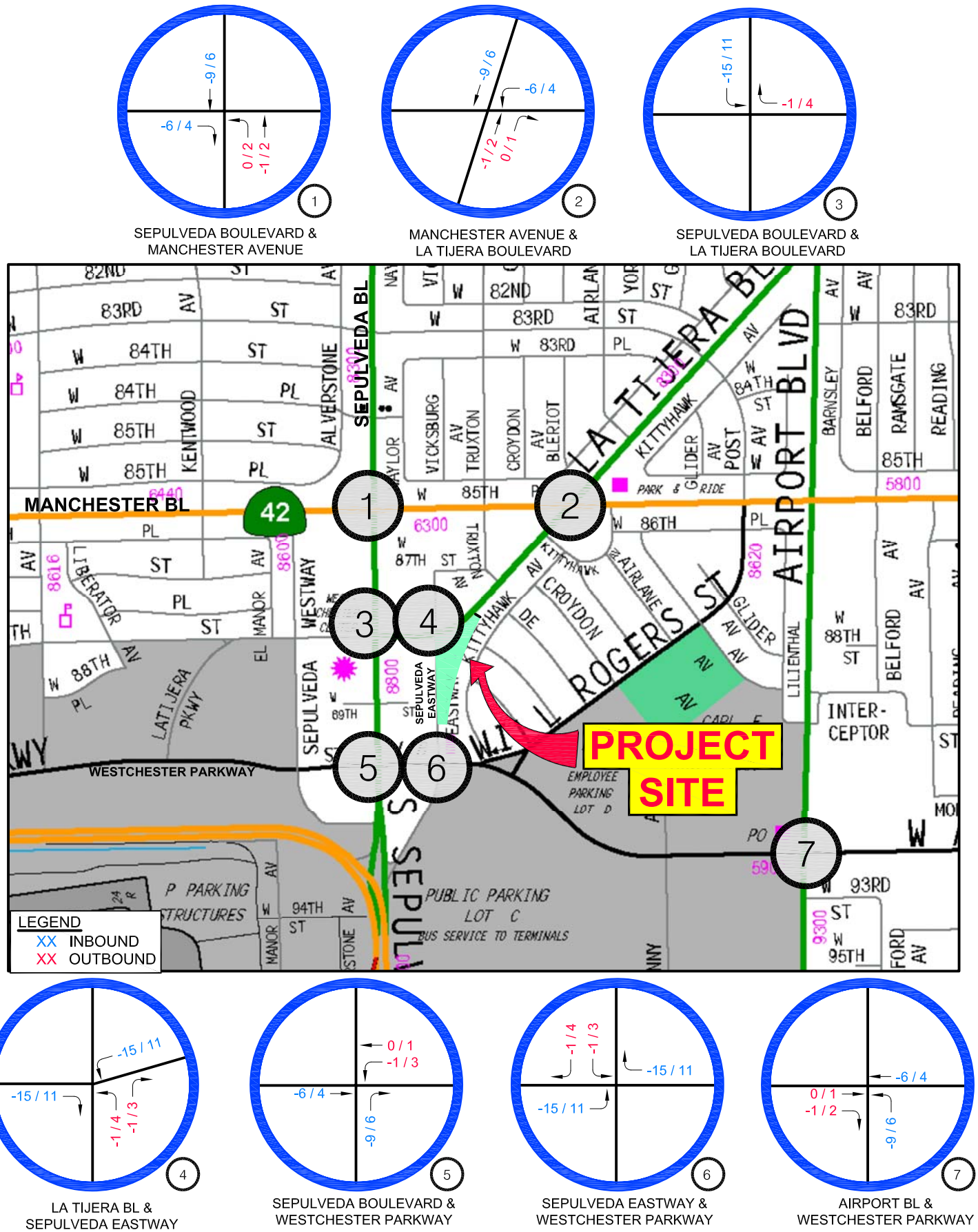

FIGURE 6

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PROJECT ONLY TRIPS
AM PEAK HOUR/PM PEAK HOUR

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Parking, Access & Circulation

The Project developer proposes a 137 unit Apartment complex. The parking will be provided within two semi subterranean parking levels with access from Sepulveda Eastway only. No project access will be provided from La Tijera Boulevard. Three driveways are proposed. The northerly driveway will provide access to the P1 level. The middle driveway will provide access to the P2 level. The southerly driveway will provide access to a small surface level lot. The amount of parking has not yet been determined. However, at a minimum, code required parking will be provided.

The applicable City of Los Angeles Municipal Code (Section 12.21.A4) would require parking based on the number of habitable rooms. The Project currently envisions 30 studio apartment units, 62 one bedroom units and 45 two bedroom units. Studio units require one parking space per unit. One bedroom units require one and one half spaces per unit. Two bedroom units require two parking spaces per unit. Table 3 displays the Los Municipal Code parking requirements.

Table 3
Los Angeles Municipal Code 12.21.A4
Required Vehicle Parking

Land Use		Requirement	Number of Required Spaces
Residential			
Studio	30 units	one space per unit	30
One Bedroom	62 units	one and one half spaces per unit	93
Two Bedrooms	45 units	two spaces per unit	90
	137 units	**TOTAL**	**213**

The Project will satisfy code required parking for a minimum of 213 parking spaces. If the mix or number of units changes, the parking may be reduced accordingly. The project does not intend at this time to reduce parking supply based on providing bicycle parking as allowed by the City of Los Angeles. No parking impacts are anticipated in association with this Project because the Project will meet City of Los Angeles code requirements.

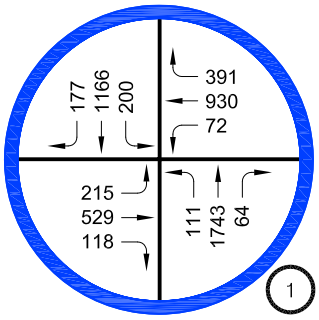
CHAPTER 5 TRAFFIC CONDITIONS ANALYSIS

Analysis of Existing Traffic Conditions

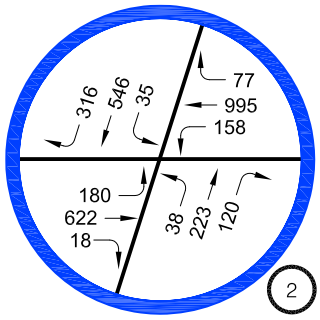
Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by The Traffic Solution and National Data Systems, independent traffic data collection companies. Traffic counts were conducted on Wednesday September 18, 2013 for four of the study intersections and on Wednesday November 5, 2014 for three of the study intersections. These were typical weekdays when there were no holidays, no rain and schools were in session. Traffic counts were conducted during the morning peak and evening peak hours. The highest single hour during each of the peak periods was used in this analysis. Data collection worksheets for the peak hour counts are contained in Appendix E. Traffic counts conducted in 2013 were increased by 1% to reflect potential growth in the area to existing year 2014. Existing traffic counts are provided on the following pages in Figure 7 and 8 for the AM and PM peak hours respective.

The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. The study intersections were evaluated using this methodology pursuant to the criteria established by the City of Los Angeles Department of Transportation for signalized intersections. The existing peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine the intersection's current operating condition.

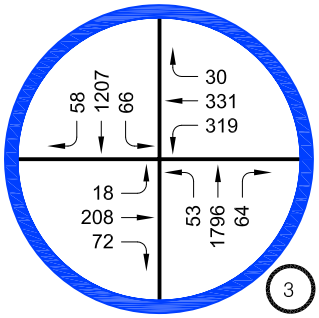
The CMA procedure uses a ratio of the intersection's traffic volume to its capacity for rating an intersections congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.



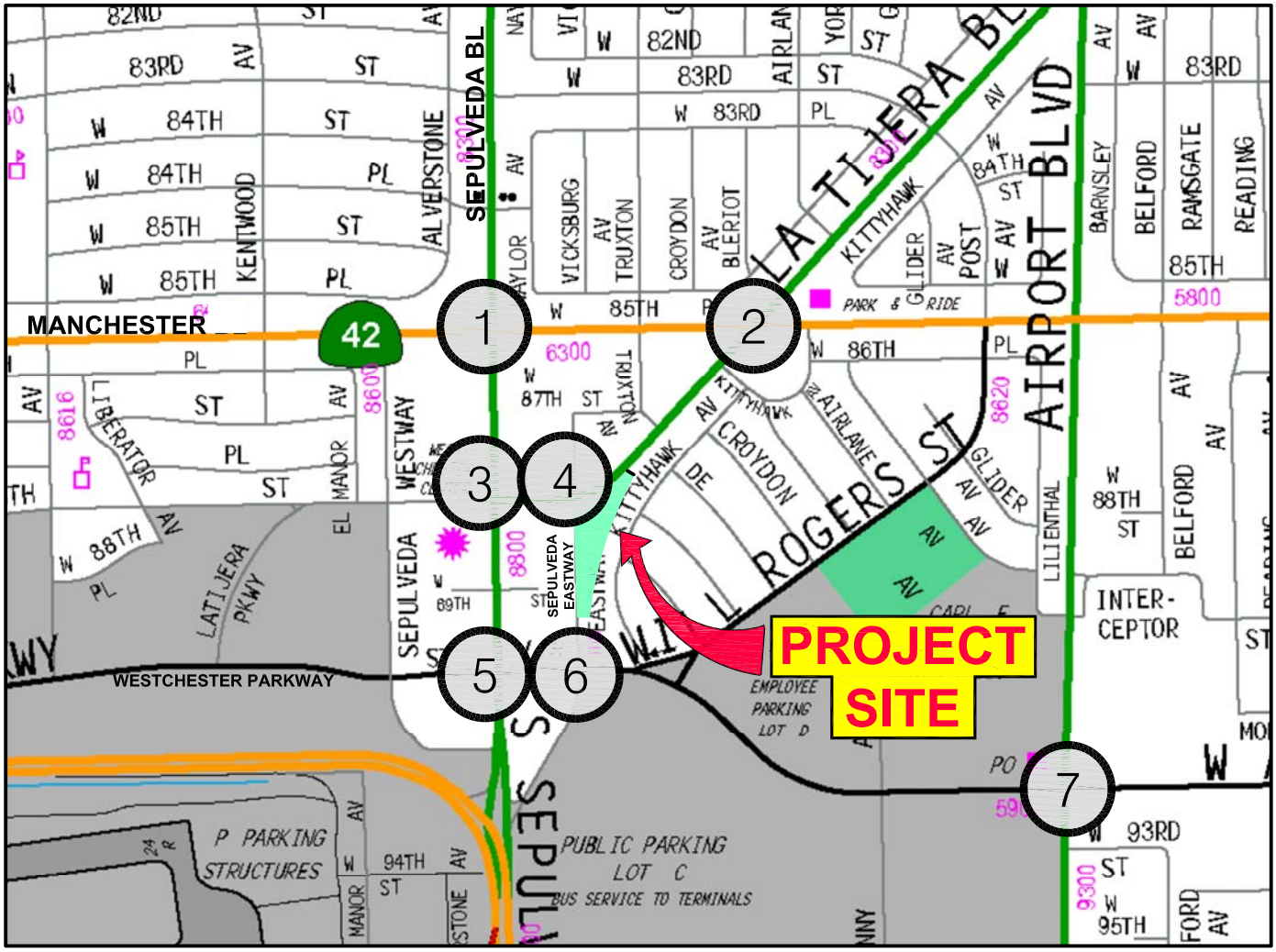
SEPULVEDA BOULEVARD &
MANCHESTER AVENUE

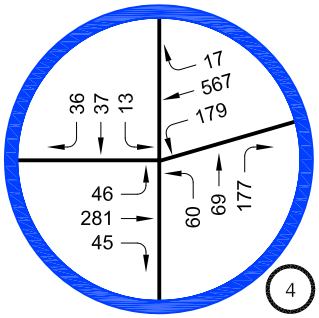


MANCHESTER AVENUE &
LA TIJERA BOULEVARD

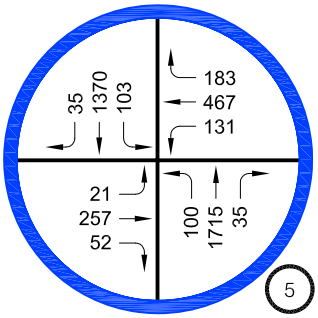


SEPULVEDA BOULEVARD &
LA TIJERA BOULEVARD

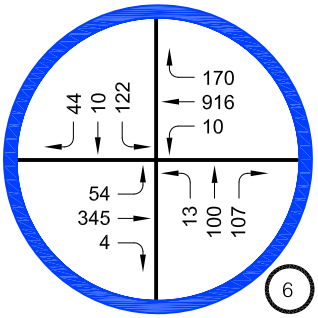




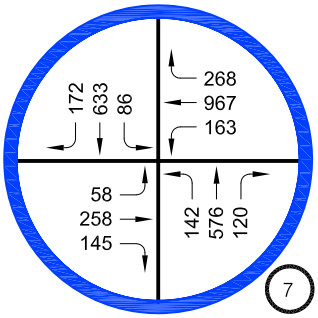
LA TIJERA BL &
SEPULVEDA EASTWAY



SEPULVEDA BOULEVARD &
WESTCHESTER PARKWAY



SEPULVEDA EASTWAY &
WESTCHESTER PARKWAY



AIRPORT BL &
WESTCHESTER PARKWAY

FIGURE 7

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EXISTING (2014) TRAFFIC VOLUMES
AM PEAK HOUR

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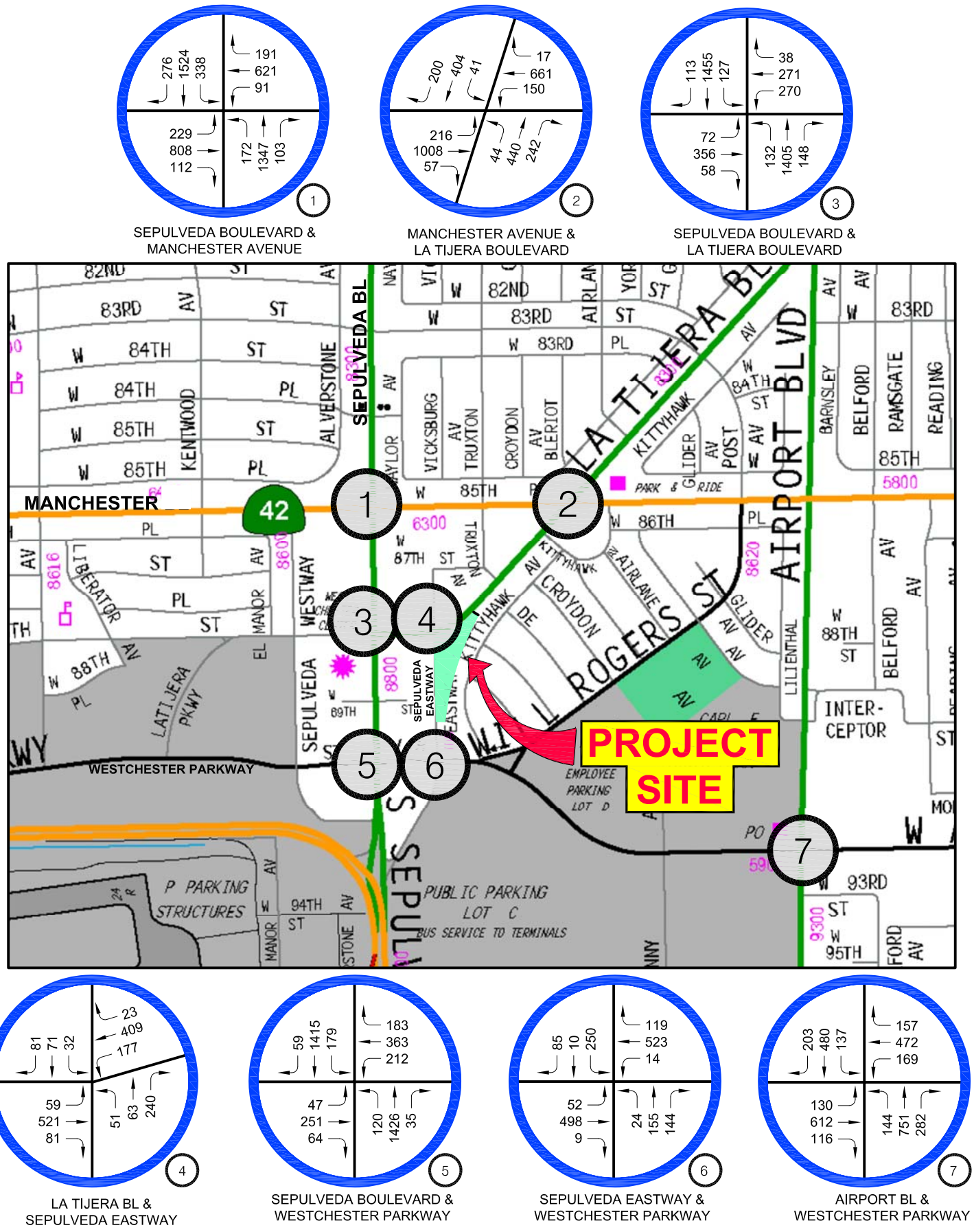

FIGURE 8

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EXISTING (2014) TRAFFIC VOLUMES
PM PEAK HOUR

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The CMA procedure uses a ratio of the traffic volume to the capacity of an intersection. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming full capacity. V/C ratios provide an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 4 on the following page.

Intersection capacity increases for traffic signal improvements in the area are included in the analysis. The Westchester area, including all of the study intersections, currently has Automated Traffic Surveillance and Control (ATSAC) systems improvements which increase capacity at the intersection through computer aided signal progression. The City of Los Angeles has determined that this type of improvement increases capacity by approximately 7%. The City has supplemented the signal systems in the Project area of Westchester, including all of the study intersections, with an upgrade to the ATSAC system, which includes advance loop detection at the intersections and system wide progression computer programming with system wide interaction between the traffic signals. This system is known as the Adaptive Traffic Control System (ATCS) system. An additional 3% capacity increase is estimated with this signal system. The existing and future traffic conditions analysis with and without the Project include ATSAC and ATCS. The existing and future traffic conditions analysis with and without the Project include ATSAC and ATCS at the study.

Table 4
Level of Service Definitions

LOS	V/C Ratio	Operating Conditions
A	0.00 – 0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.70 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.80 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

By applying the CMA procedures to the intersection data, the V/C values and the corresponding Levels of Service (LOS) for existing traffic conditions were determined at the study intersections. The LOS values are summarized in Table 5. Supporting capacity worksheets are contained in Appendix H of this report.

Table 5
Level of Service for Existing Conditions

No.	Intersection	Peak Hour	Existing CMA	Existing LOS
1	Manchester Av &	AM	0.892	D
	Sepulveda Bl	PM	0.832	D
2	Manchester Av &	AM	0.594	A
	La Tijera Bl	PM	0.542	A
3	La Tijera Bl &	AM	0.691	B
	Sepulveda Bl	PM	0.675	B
4	La Tijera Bl &	AM	0.225	A
	Sepulveda Eastway	PM	0.375	A
5	Westchester Pkwy &	AM	0.643	B
	Sepulveda Bl	PM	0.645	B
6	Westchester Pkwy &	AM	0.526	A
	Sepulveda Eastway	PM	0.531	A
7	Westchester Pkwy &	AM	0.707	C
	Airport Boulevard	PM	0.721	C

Analysis of Existing + Project Conditions

An evaluation has been conducted to evaluate potential Project impacts to the existing conditions. According to the standards adopted by the Coastal Transportation Corridor Specific Plan, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds shown in the Table 6 below.

Table 6
Significant Impact Criteria
City of Los Angeles

LOS	Final V/C Value	Increase in V/C Value
C	0.701 - 0.799	+ 0.040
D	0.800 - 0.899	+ 0.020
E & F	> 0.900	+ 0.010 or more

No significant impacts occur at LOS A or B because intersections operations are good and can accommodate additional traffic growth.

The potential impact for existing plus Project was conducted by adding the Project traffic to the existing traffic. The existing and existing + Project traffic conditions were compared to determine if the thresholds of significance in Table 6 were exceeded. As noted in Table 7, no significant impacts occur when the Project's traffic generation is added to the existing conditions.

Table 7
Traffic Conditions for Existing + Project

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Existing +Project CMA	Existing +Project LOS	Impact	Significant Impact
1	Manchester Av &	AM	0.892	D	0.892	D	+ 0.000	NO
	Sepulveda Bl	PM	0.832	D	0.833	D	+ 0.001	NO
2	Manchester Av &	AM	0.594	A	0.591	A	-0.003	NO
	La Tijera Bl	PM	0.542	A	0.546	A	+ 0.004	NO
3	La Tijera Bl &	AM	0.691	B	0.680	B	-0.011	NO
	Sepulveda Bl	PM	0.675	B	0.675	B	+ 0.000	NO
4	La Tijera Bl &	AM	0.225	A	0.222	A	-0.003	NO
	Sepulveda Eastway	PM	0.375	A	0.389	A	+ 0.014	NO
5	Westchester Pkwy &	AM	0.643	B	0.643	B	+ 0.000	NO
	Sepulveda Bl	PM	0.645	B	0.648	B	+ 0.003	NO
6	Westchester Pkwy &	AM	0.526	A	0.511	A	-0.015	NO
	Sepulveda Eastway	PM	0.531	A	0.544	A	+ 0.013	NO
7	Westchester Pkwy &	AM	0.707	C	0.705	C	-0.002	NO
	Airport Boulevard	PM	0.721	C	0.722	C	+ 0.001	NO

There is a reduction in the CMA Volume to Capacity at some of the intersections during the morning peak hour because the proposed Apartment Project will create fewer vehicle trips than the Charter Middle School does during this time period.

Analysis of Future Traffic Conditions

Future traffic volume Projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed Project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

(a) Existing traffic for September 18, 2013 for four of the study intersections (increased by 1% for existing 2014 volumes) and November 5, 2014 for three of the study intersections;

(b) Traffic in (a) + ambient growth (1 % per year increase to future year 2017);

(c) Traffic in (b) + related Projects (without Project scenario);

(d) Traffic in (c) with the proposed Project traffic (with Project scenario);

(e) Traffic in (d) + the proposed traffic mitigation, if necessary.

The future cumulative analysis includes other development Projects located within the study area that are either under construction or brought to the attention of the City as planned for future development. As part of this analysis, the related Project information was obtained from the City of Los Angles Department of Transportation and City of Los Angeles Department of City Planning. It should be noted that this Project or any actions taken by the City regarding this Project, does not have a direct bearing on the other proposed related Projects. The locations of the related Projects are shown in Figure 9 and described in Table 8. The number of trips added to the area by the related Projects alone is displayed in Figure 10.

To evaluate future traffic conditions with the related Project, estimates of the peak hour trips generated were developed. The potential net increase in traffic from the related Project is shown in Appendix F.

The potential traffic growth in the future at the study intersections has been determined by adding the existing traffic volume, ambient traffic growth of 1% per year and traffic from the other related development projects. Future cumulative “without project” peak

hour traffic volume estimates are shown in Figure 11 for the AM Peak Hour and Figure 12 for the PM Peak Hour.

Table 8
Related Projects Descriptions

No.	Project	ID	Size		Location
1	Chick-fil-A		2,900	SF Fast Food	8521 Sepulveda Bl
2	Office	13106	342,409	SF Office	6161 W Centinela Avenue
3	Residential	13321	260	Apartments	7280 W Manchester Avenue
4	Restaurant	40299	4,381	McDonalds	5908 W Manchester Avenue
5	Mixed Use	40476	140	Apartments	7407 S La Tijera Boulevard
			2,600	SF Retail (net)	
6	Private School	40738	500	Students	5456 W McConnell Avenue
7	Mixed Use	N/A	72	Apartments	138 East Culver Boulevard
			7,000	SF Retail	
			6,000	SF Other Retail	
			1,500	sf Restaurant/Café	
8	LMU	N/A	1,248	FTE	1 LMU Drive
9	Playa Vista Ph 1		3,246	units housing	Jefferson Bl betwn Lincoln Bl &
			1,570,000	SF Office	Centinela Av
			25,000	SF Retail	
			65,000	sf Community Use	
10	Village @ Playa Vista Ph II		2,600	units housing	S side Jefferson Bl & Westlawn Av
			175,000	SF Office	
			150,000	SF Retail	
			40,000	sf Community Use	