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IV.N TRANSPORTATION AND CIRCULATION

INTRODUCTION

The following analysis is a summary of the Traffic Impact Analysis prepared by Crain & Associates in March 2000, and subsequently revised in November 2000 (the Traffic Report). This section of the Draft EIR evaluates the traffic impacts of the proposed project on local streets and intersections within the study area. Where significant impacts are identified, mitigation measures are recommended to reduce such impacts to acceptable levels. The Traffic Report in its entirety is presented in **Appendix F** of this Draft EIR.

ENVIRONMENTAL SETTING

The proposed project site is located approximately 15 miles northwest of Downtown Los Angeles and is situated between the communities of Encino to the north and Bel Air/Brentwood to the south. The project site is near the western terminus of Mountaingate Drive in an already partially developed section of the Sepulveda Pass area of the City of Los Angeles.

Existing Streets, Highways and Freeway

Important roadway facilities in the area near the proposed project are Sepulveda Boulevard, Mulholland Drive and Skirball Center Drive. Sepulveda Boulevard has been designated a major highway on the *General Plan* for the City of Los Angeles. Mulholland Drive, which traverses east-west along the crest of the Santa Monica Mountains, has been designated as a scenic parkway facility in the City's *General Plan*. Regional access to the site is provided by the I-405 (San Diego Freeway).

Sepulveda Boulevard at Skirball Center Drive is developed to a width of 52 feet, but much of Sepulveda Boulevard, south of the "Sepulveda Pass" tunnel is 48 feet wide. This section of the highway is striped to provide a four-lane roadway with left-turn channelization (designated or permissive left-turn lanes) at most intersections. However, during the P.M. peak hour, traffic cones are placed along this section of Sepulveda Boulevard from north of the tunnel to near Moraga Drive, to provide three lanes northbound (including one exclusive High Occupancy Vehicle [HOV] lane) and a single southbound lane. The tunnel section of Sepulveda Pass is 36 feet wide and provides three lanes. North of the tunnel, Sepulveda Boulevard gradually flares as it descends into the San Fernando Valley, and ultimately widens to a width of 76 feet at Ventura Boulevard.

Mulholland Drive is a two-lane roadway although some sections are wide enough to permit additional traffic lanes and/or turn-lane channelization. Typical cross-section widths are in the range of 24 to 32 feet. The Mulholland Drive overcrossing at the San Diego Freeway as well as adjacent sections is constructed to a width of 56 feet wide. Within the wider section, Mulholland Drive at Skirball Center Drive provides both right-turn (eastbound) and left-turn (westbound) channelization. Mulholland Drive provides the closest east-west non-freeway cross-mountain link in the project area, connecting to the Hollywood Freeway (U.S.-101) near Studio City. Additionally, it should be noted that the linkage of Hayvenhurst Avenue with Mulholland Drive, via several narrow, local residential streets including Calneva Drive, has become an important bypass route for area traffic wishing to avoid potential traffic congestion at the interchange of the Ventura and San Diego Freeways.

Skirball Center Drive also varies somewhat in width but functions primarily as a four-lane facility, although at the northbound San Diego Freeway ramps, one of these four lanes becomes a left-turn lane. The widest roadway section is along the overcrossing of the San Diego Freeway where Skirball Center Drive is 56 feet wide. Between the southbound ramps and Sepulveda Boulevard, Skirball Center Drive is 52 feet wide. Between the northbound ramps and Mulholland Drive, Skirball Center Drive narrows to a minimum width of approximately 44 feet. Presently Skirball Center Drive "tees" at both ends, into Sepulveda Boulevard on the south (entrance to the new Hebrew Union Cultural Center) and into Mulholland Drive to the north.

Mountaingate Drive, which will serve as the primary project site access, is designated a scenic secondary highway. This two-lane facility is 80 feet wide with a 16-foot median west of Sepulveda Boulevard. The eastbound approach of Mountaingate Drive at Sepulveda Boulevard provides a 32-foot wide, unstriped roadway.

The I-405 (San Diego Freeway) has a complete set of ramps along Skirball Center Drive, approximately one and one-half miles northeast of the site, and another set of ramps approximately one mile south of the project site, north of Getty Center Drive. This freeway is the most important traffic facility in the area. It traverses north-south across the Santa Monica Mountains, serving the San Fernando Valley to the north and West Los Angeles to the south. This freeway also provides access, via the regional freeway system, to all other areas of the Los Angeles region, and is also an important link to the other parts of California. The San Diego Freeway, in this vicinity, is a nine- or 10-lane facility, depending on the segment, and currently carries in excess of 280,000 vehicles per day (VPD). The southbound off- and on-ramps intersect Skirball Center Drive just east of Sepulveda Boulevard. Northbound off- and on-ramps intersect Skirball Center Drive approximately 500 feet

south of Mulholland Drive. Bus stops and park-and-ride facilities have been developed adjacent to these freeway ramps.

Existing Street and Highway Conditions

Traffic Volumes

To fully assess the traffic impacts of the proposed residential project, the characteristics of travel in the project area were first determined without the traffic projected from the site (see **Figure IV.N-1** for the location of study intersections). The existing condition of traffic demand in the area is used as a baseline to assess traffic operations in the future. Detailed traffic turning movement counts were collected at three intersections in the project area that could potentially experience traffic problems from the additional traffic produced from the proposed project. The data used in the existing conditions analysis represent the hour with the highest recorded traffic volume in the morning and evening peak travel periods. Existing morning (A.M.) and evening (P.M.) peak hour traffic counts were conducted at the following three intersections:

- Sepulveda Boulevard and Skirball Center Drive;
- Sepulveda Boulevard and Mountaingate Drive; and
- Sepulveda Boulevard and southbound San Diego Freeway on/off-ramps.

All of the study intersections are traffic signal-controlled, and exhibit typical two or three signal phases. Traffic volume count data was obtained from the Los Angeles Department of Transportation, supplemented by recent counts performed by Crain & Associates. Additionally, San Diego Freeway count data were obtained from the California Department of Transportation (Caltrans).

Sepulveda Boulevard is one of the most heavily traveled highways in the area. North of Mulholland Drive, Sepulveda Boulevard carries approximately 21,200 vehicles per day (VPD). South of Skirball Center Drive, Sepulveda Boulevard carries approximately 20,000 VPD. Directional peak hour traffic volumes along Sepulveda Boulevard near Skirball Center Drive are approximately 3,100 vehicles per hour (VPH) southbound during the morning and approximately 1,500 VPH northbound in the afternoon.

Mulholland Drive east of Skirball Center Drive carries approximately 13,300 VPD. Directional peak hour traffic volumes along Mulholland Drive, west of Skirball Center Drive are approximately 1,520 VPH eastbound during the A.M. peak hour and approximately 900 VPH westbound during the P.M. peak hour.

Skirball Center Drive south of Mulholland Drive carries a daily traffic volume approaching 16,000 VPD. Directional peak traffic volumes along Skirball Center Drive south of Mulholland Drive approach 1,220 VPH southbound in the morning, and 860 VPH northbound in the afternoon.

Mountaingate Drive west of Sepulveda Boulevard carries an estimated 1,700 VPD, with directional peak hour volumes approaching 150 VPH westbound during the morning peak hour and approximately 120 VPH eastbound during the evening peak hour.

Levels of Service

The analysis of existing conditions established a "Level Of Service" (LOS) or each of the three intersections. The methodology used to conduct intersection capacity analysis is based on procedures outlined in Circular Number 212 of the Transportation Research Board.[1] The volume to capacity ratio of an intersection is measured by Critical Movement Analysis (CMA) values. These values are determined by dividing the sum of the critical lane volumes by the appropriate capacity value and determining the LOS. The term LOS is used to describe the quality of traffic flow. Roadway segments or intersections at LOS A to C operate quite well. LOS D typically is the level for which a metropolitan area street system is designed. LOS E represents volume at or near the capacity of the highway which will result in possible stoppages of momentary duration and occasional unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic, with possible stoppages of long duration. The LOS corresponding to a range of CMA values is shown in **Table IV.N-1**.

By applying this analysis procedure to the study intersections, the CMA value and the corresponding LOS for existing traffic conditions were calculated. Those values, for existing (2000) A.M. and P.M. peak hour conditions, are shown in **Table IV.N-2**.

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

Figure IV.N-1

Location of Study Intersections

Table IV.N-1
Level of Service as a Function of CMA Values

Level of Service	Description of Operating Characteristics	Range of CMA Values
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above.	>0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

Source: Traffic Analysis prepared by Crain & Associates, November 2000.

Table IV.N-2
Critical Movement Analysis (2000) Summary

	A.M. Peak Hour		P.M. Peak Hour	
Intersection	**CMA**	**LOS**	**CMA**	**LOS**
Sepulveda Boulevard and Skirball Center Drive	1.072	F	0.862	D
Sepulveda Boulevard and Mountaingate Drive	1.124	F	0.808	D
Sepulveda Boulevard and northbound San Diego Freeway on / off-ramps	0.823	D	0.860	D

Source: Traffic Analysis prepared by Crain & Associates, November 2000.
CMA = Critical Movement Analysis; LOS = Level of Service.

As indicated in **Table IV.N-2**, the morning peak hour conditions in the Sepulveda Corridor are operating at or above capacity (LOS D & F). This is due primarily to San Diego Freeway traffic (southbound) using Sepulveda Boulevard as an alternative route to the San Diego Freeway. Afternoon peak hour conditions are better than morning peak hour conditions at all intersections, with the Sepulveda Corridor operating at LOS D.

Recent field observation of the study intersections found the calculated service levels to be reasonably accurate during most peak operational periods. However, the volumes along Sepulveda Boulevard do

rise dramatically when slowing occurs on the San Diego Freeway. Some minor increases in traffic volumes associated with cross mountain traffic also occur on Skirball Center Drive and Mulholland Drive during these same critical periods.

Existing Public Transit

The Los Angeles County Metropolitan Transportation Authority (MTA) has established an extensive grid system of bus routes throughout the San Fernando Valley, West Los Angeles and other areas of the Los Angeles region. While these routes typically provide little service in the hillside areas around Los Angeles, there is one bus line that provides service near the project vicinity. The following is a description of the route and service offered by this bus line:

> Line 560 – This bus line provides service between Lakeview Terrace, at the north end of the San Fernando Valley, and Los Angeles International Airport to the south. Primary route segments include Van Nuys Boulevard, the San Diego Freeway and Sepulveda Boulevard. Other areas served by this bus line include Pacoima, Panorama City, Van Nuys, Sherman Oaks, Westwood, UCLA, and Culver City. Although this route utilizes the San Diego Freeway in the vicinity of the project, bus stops have been installed near the freeway ramps at Skirball Center Drive, in conjunction with a park-and-ride facility. Daytime service along this route is provided by two buses per hour. Evening service is also provided by two buses per hour, and in the late evening, one bus per hour operates until 11:00 P.M.

When transfer opportunities are considered, all areas within the Los Angeles region are accessible via MTA buses. Thus, it is possible that some of the trips generated by the proposed project could choose to utilize public transit. However, project trip generation documented in the Traffic Report represents a "more than typical" case, since none of the future project trips were assigned to public transit.

Regional Freeway System

In order to assess the potential impacts of project traffic on the regional freeway system, three freeway segments near the project site were examined. These segments are:

- San Diego Freeway north of Mulholland Drive;
- San Diego Freeway between Mulholland Drive and Sepulveda Boulevard; and
- San Diego Freeway south of Sepulveda Boulevard.

These locations are expected to be the most likely to be significantly impacted by project traffic, as they are located adjacent to the project site. Like most freeways in the Los Angeles area, these segments currently experience periodic congestion during the morning and afternoon commute periods.

Transportation Plans and Regulatory Requirements

Los Angeles County Congestion Management Program (CMP)

As required by State legislation, the Metropolitan Transportation Authority (MTA) has adopted a CMP for Los Angeles County. This plan provides for the near- and long-term development of regional transportation facilities throughout the County. It also sets requirements for the transportation analysis of regionally significant land-use developments and requirements for implementation of the regional improvement programs by local jurisdictions. The Los Angeles County Congestion Management Plan (CMP) contains a set of implementation procedures requiring participation by each local jurisdiction (i.e., each City and, for unincorporated areas, the County of Los Angeles).

According to the Southern California Association of Governments (SCAG), the proposed project is not regionally significant.[2] In addition, the Traffic Report prepared for the proposed project indicated that the project's impacts on the regional transportation system would be virtually undetectable. Since the proposed project is not regionally significant, and would not affect the regional transportation system (i.e., CMP roadways), no further analysis is provided in this Draft EIR regarding CMP.

Environmental Impact Analysis

Threshold of Significance

The L.A. CEQA *Thresholds Guide* indicates that a project would normally have a significant impact on intersection capacity if the project traffic causes an increase in the V/C ratio on the intersection operating condition after the addition of project traffic of one of the following:

- increase in CMA value of 0.040 or more when LOS is C;
- increase in CMA value of 0.020 or more if the final LOS is D; or
- increase in CMA value of 0.010 or more if the final LOS is E or F.

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2 SCAG responded to the Notice of Preparation (NOP) for the proposed project with a letter dated March 23, 2000, and signed by J. David Stein, which indicated that the proposed Mountaingate project is not regionally significant per area-wide Clearinghouse criteria.

No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays.

According to the Traffic Report, Caltrans generally recognizes a significant impact on freeway operations as a 2 percent incremental increase in traffic, based on the available capacity. Therefore, the project must increase peak hour freeway traffic by 200 or more vehicles per hour in one direction (5 lanes x 2,000 vehicles per hour per lane [vphpl] x 2 percent) in order to create a significant impact.

Project Impacts

Project Vehicle Traffic

Project Trip Generation

Traffic-generating characteristics of single-family residential developments have been extensively surveyed under the auspices of the Institute of Transportation Engineers (ITE). Because of the type and location of the homes proposed, it was assumed that the residents of these homes would exhibit a more upscale financial profile. These residents typically show smaller family sizes, and own more than the average number of vehicles. ITE provides adjustment factors for both of these characteristics as shown in **Table IV.N-3**.

Table IV.N-3
Daily Trip Generation Adjustment Factors - Residential Developments

	Single-Family Homes
Base Daily Trip Rate	9.57
Adjustments	
Household Size (2 to 3)	-1.80
Vehicles Owned (more than 2)	+2.90
Adjusted Daily Trip Rate	10.67

Source: Traffic Analysis prepared by Crain & Associates, November 2000.

On the basis of these adjusted traffic generation rates, projections of the amount of new traffic to be generated by the proposed project were derived. It is expected that the proposed project would generate approximately 309 daily trips. During the A.M. peak period, there would be approximately 6 inbound

and 18 outbound vehicle trips (24 trips). Project vehicle trips generated during the P.M. peak hour would be an estimated 21 in-bound and 12 outbound (33 trips).

Trip Distribution

A primary factor affecting trip distribution is the relative distribution of employment, educational, and retail centers which would be used by the residents of the project. Another key factor is the availability of roadway access to and from the site. Using data from the Los Angeles Regional Transportation Study (LARTS) forecasts, the current Los Angeles County Congestion Management Plan (CMP) data, and observed vehicular turning movements, trip characteristics were analyzed and percentage trip distributions were developed. The percentage split of trips, by direction, is shown in **Table IV.N-4**.

Table IV.N-4
Directional Trip Distribution

Direction	Percentage of Trips
North	20%
East	30%
South	40%
West	10%
Total	100%

Source: Traffic Analysis prepared by Crain & Associates, November 2000.

Traffic Assignment

The assignment of project traffic to the street and highway systems was accomplished in two steps. Using the directional distribution percentages for the surface streets developed previously, the number of trips in each direction was calculated. The second step was to assign these trips to specific routes serving the project area. The results of the traffic assignment provide the necessary level of detail to conduct the traffic analysis. Project assigned A.M. and P.M. peak hour traffic is illustrated in the Traffic Study as Figures 5(a) and 5(b) in **Appendix F** of this Draft EIR.

Project Access

All primary access to the site would be provided via Mountaingate Drive from Sepulveda Boulevard. The development itself would be accessed from both Canyonback Road and Stoney Hill Road, which branch off from Mountaingate Drive. An internal project roadway ("B" Street) will connect the extension of Canyonback Road and Stoney Hill Road, and provide access to the interior portion of the project as shown in **Figure II-6, Second Revised VTTM 53072**, of this EIR.

Future Vehicle Traffic

The analysis of future traffic conditions has been expanded to include potential traffic from yet undeveloped or unoccupied projects. Briefly, the methodology for estimating future traffic volumes was as follows. First, current traffic volumes were determined by traffic counts as described under Existing Conditions of this EIR section. Next, a traffic growth factor of 2.0 percent compounded annually was applied to develop a 2005 "baseline" figure. Traffic expected to be generated from "related projects" was then added to the baseline traffic volumes to form the basis for a 2005 no-project condition. Finally, project traffic, calculated previously, was analyzed as an incremental addition to the 2005 no-project condition.

Traffic Growth

Based on an analysis of the trends in traffic growth in this portion of Los Angeles over the last several years, an annual traffic growth factor of 2.0 percent was utilized in the Traffic Report to analyze traffic growth. The growth factor was used to account for increases in traffic resulting from projects not yet proposed or outside of the study area. This growth factor, compounded annually, was applied to the 2000 traffic volumes to develop an estimate of 2005 baseline volumes.

Related Projects

In addition to the use of the 2.0 percent annual growth rate, listings of potential related projects located in the study area were obtained from the City of Los Angeles Department of Transportation, as well as the City's Planning Department. From a review of these lists, it was determined that traffic from only one project near the proposed project site could produce additional traffic at the study intersections. The single related project is located south and east of the Mountaingate project site, at the ongoing Bel Air Crest residential development. This project is continuing to develop estate-style homes similar to those of the proposed project and trip generation rates are assumed to be the same as described

previously for the proposed project. Estimates of this related project's traffic are shown in **Table IV.N-5**. As of November 2000, it is estimated that there are approximately 35 homes remaining to be constructed and / or occupied within this development.

Table IV.N-5
Related Projects Trip Generation

		A.M. Peak Hour		P.M. Peak Hour	
Description	**Daily**	**I/B**	**O/B**	**I/B**	**O/B**
35 Single-Family Homes	373	7	22	26	14

Source: Traffic Analysis prepared by Crain & Associates, November 2000.
I/B = inbound; O/B = outbound.

To determine the year 2005 "null" or no-project traffic condition, the related projects traffic was combined with the 2000 peak hour traffic increased by 2.0 percent per year. The resulting 2005 A.M. and P.M. peak hour traffic estimates shown in **Table IV.N-5**. These estimates form the basis for "benchmark" values for determining project traffic impacts on the street system. As shown, approximately 373 daily vehicle trips would be generated from the related project. During the A.M. peak hour, it is anticipated that there would be approximately 7 inbound and 22 outbound trips. Inbound trips during the P.M. peak would be 26 while outbound trips would be 14. Actual future traffic conditions in the study area might be substantially less than depicted in **Table IV.N-5**. The reasons for lower traffic volumes include: implementation of other projects' traffic reduction programs; trip-end linkage between future generators may lower trip lengths; and transit usage will increase in the future.

Highway System Improvements

According to the Traffic Report, the City of Los Angeles is planning to implement traffic signal improvements, known collectively as the Automated Traffic Surveillance and Control System (ATSAC), to the signals in the project vicinity, specifically along Sepulveda Boulevard Corridor. This traffic signal enhancement system monitors traffic demands at intersections, and automatically adjusts traffic signal timing, in real time, to accommodate more efficiently, the predominant traffic flows in the areas in which it is installed. ATSAC installation is generally recognized to increase intersection capacities by approximately seven percent. The Sepulveda Pass ATSAC system is not yet installed. However, it is funded, and is expected to be operational by the time the proposed residential development is completed.

In addition, a High Occupancy Vehicle (HOV) lane is currently under construction for southbound I-405 in the study area. No additional highway improvements were identified in the City of Los Angeles Five-Year Capital Improvements Program. Therefore, for purposes of analysis of future conditions, no improvements to the existing roadway system in the study area beyond ATSAC installation were assumed. This analysis methodology allows the analysis to indicate where improvements should be made in order to provide sufficient roadway capacity to accommodate project traffic.

Analysis of Future Traffic Conditions (With and Without Project)

The analysis of future conditions in the project area was performed using the same critical movement analysis procedures described previously. No roadway improvements beyond existing conditions, with the exception of ATSAC traffic signal upgrades, were assumed. Traffic volumes for the analysis were developed as follows:

- As previously described, future-year benchmark traffic volumes for the no-project condition were determined by combining estimated area traffic growth with new traffic generated by the single identified related project.
- Traffic volumes generated by the project were then combined with these benchmark volumes to form the basis for the "project" traffic analysis and to determine traffic impacts directly attributable to the proposed development.

Intersection Impact Conclusion

The results of the Critical Movement Analysis for future traffic conditions at the study intersections are summarized below in **Table IV.N-6**. The table shows that "With Project" intersection traffic conditions will likely range between LOS E and LOS F at all three study intersections during both peak hours, although, as stated previously, future travel demand might actually be less than that indicated in **Table IV.N-6**. As shown in this table, the project is expected to have a significant traffic impact at only one of the three study intersections, prior to mitigation.

Table IV.N-6
Summary of Critical Movement Analysis - Future (2005) Traffic Conditions Without and With Project

	A.M. Peak Hour				
	Without Project		With Project		
Intersection	**CMA**	**LOS**	**CMA**	**LOS**	**Impact**
Sepulveda Blvd. and Skirball Center Dr.	1.185	F	1.186	F	+0.001
Sepulveda Blvd. and Mountaingate Dr.	1.242	F	1.257	F	+0.015*
Sepulveda Blvd. and I-405 Fwy. southbound On / Off Ramps	0.913	E	0.916	E	+0.003
	P.M. Peak Hour				
	Without Project		With Project		
Intersection	**CMA**	**LOS**	**CMA**	**LOS**	**Impact**
Sepulveda Blvd. and Skirball Center Dr.	0.956	E	0.958	E	+0.002
Sepulveda Blvd. and Mountaingate Dr.	0.895	D	0.904	E	+0.009
Sepulveda Blvd. and I-405 Fwy. southbound On / Off Ramps	0.953	E	0.956	E	+0.003

Source: Traffic Analysis prepared by Crain & Associates, November 2000.
** Denotes significant impact, prior to mitigation.*
CMA = critical movement analysis; LOS = level of service.

Regional Freeway System

The traffic study indicates that Caltrans generally recognizes a significant impact on freeways as a two percent increase in traffic, based on available capacity. In this case, the project would need to generate 200 peak hour trips in one direction. As shown below in **Table IV.N-7**, the largest A.M. and P.M. peak hour project-related increases occur on the northbound San Diego Freeway north of Mulholland Drive, with six vehicles per hour northbound in the morning, and on the southbound San Diego Freeway north of Mulholland Drive, with eight vehicles per hour southbound in the evening. As these volumes indicate, project traffic is not expected to have a significant traffic impact on the adjacent freeway; its impacts would be virtually undetectable. Project traffic would contribute nominally toward the increasing demands being placed on the regional freeway system, although measures necessary to produce long-term solutions in relieving cumulative capacity constraints are beyond the scope of any single project.

Table IV.N-7
Project Freeway Volumes on San Diego Freeway

	Daily		A.M. Peak Hour		P.M. Peak Hour	
San Diego Freeway Segment	**N/B**	**S/B**	**N/B**	**S/B**	**N/B**	**S/B**
North of Mulholland Dr.	62	62	6	2	4	8
Bet. Mulholland Dr. and Sepulveda Blvd.	8	8	1	0	0	1
South of Sepulveda Blvd.	39	39	2	4	5	3

Source: Traffic Analysis prepared by Crain & Associates, November 2000.
N/B = northbound; S/B = southbound.

Mitigation Measures

In order to mitigate the previously described long-term project impact, improvements are recommended for implementation at the impacted study intersection.

1. **Sepulveda Boulevard and Mountaingate Drive** – The project applicant shall stripe the Mountaingate Drive approach to this intersection to provide an exclusive left-turn and an exclusive right-turn lane.

Adverse Impacts

The above measure is recommended as a result of the project vehicular traffic impact analysis contained in the Traffic Study. To determine the quantitative effects of the mitigation measure on the significantly impacted study intersection, an additional "With Mitigation" analysis was performed assuming the proposed mitigation measure was "in place". The recommended mitigation measure would reduce the traffic impacts of the proposed project to less than significant levels, and no further off-site mitigation is warranted. The results of this "With Mitigation" scenario are presented in **Table IV.N-8**.

Table IV.N-8
Summary of Critical Movement Analysis
Future (2001) Traffic Conditions With Project Plus Mitigation

	A.M. Peak Hour							
	Without Project		With Project			With Mitigation		
Intersection	CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
Sepulveda Blvd. and Mountaingate Dr.	1.242	F	1.257	F	+0.015*	1.207	F	-0.035
	P.M. Peak Hour							
	Without Project		With Project			With Mitigation		
Intersection	CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
Sepulveda Blvd. and Mountaingate Dr.	0.895	D	0.904	E	+0.009	0.8339	D	-0.056

Source: Traffic Analysis prepared by Crain & Associates, November 2000.
** Denotes significant impact, prior to mitigation.*
CMA = critical movement analysis; LOS = Level of Service.