ERRATA TO THE FINAL EIR

INTRODUCTION

The City of Los Angeles (City) has prepared this Errata to explain minor changes to the 6433 La Tuna Canyon Road Project (the Project). Specifically, this document comprises the Errata to the Final Environmental Impact Report (Final EIR) and constitutes part of the Final EIR that will be considered by the decision makers prior to approving, approving with conditions, or disapproving the Project.

Following circulation of the Original Draft Environmental Impact Report (Original DEIR) and related Recirculated Portions of the Draft EIR (RP-DEIR) for public and agency review and comment, the Final EIR was prepared in accordance with CEQA and the State CEQA Guidelines. The Final EIR was circulated to commenters, agencies and other interested parties on September 24, 2018. Subsequent to circulation of the Final EIR, the City reviewed a prepared supplemental traffic analysis for the Project from the Los Angeles Department of Transportation (LADOT), which analyzed a modification to the Project that reduces the previously proposed number of single-family residential units from 221 units to 215 units. As a result, a portion of this Errata is based on the following additional supplemental traffic analysis:

- (Attachment A): Supplemental Traffic Analysis for the Proposed Verdugo Hills Residential Project at 6433 La Tuna Canyon Road, sent to Luciralia Ibarra, prepared by LADOT, dated November 2, 2018, which analyzes the minor corrections to the Project, and identifies the required street dedications and improvements adjacent to the site based on the Mobility Plan 2035.

- (Attachment B): Supplemental Memorandum for the 6433 La Tuna Canyon Road Project, sent to City of Los Angeles and LADOT, prepared by Linscott, Law & Greenspan, Engineers (LLG), dated October 29, 2018, which analyzes the minor corrections to the Project.

TRAFFIC CORRECTIONS

Alternative 6(a) Traffic Assessment

As mentioned in Attachment A to this Errata sheet, a revised Traffic Impact Assessment (TIA) for the Project was prepared by LLG and submitted to LADOT in June 2015. A corresponding LADOT traffic assessment letter was issued to the Department of City Planning on November 12, 2015**.** Subsequently, LLG prepared an Addendum Traffic Analysis dated on October 12, 2018, based on a Project modification, which reduces the previously proposed number of single-family residential units from 221 units to 215 units. This addendum was prepared, and information analyzed, using the latest trip generation rates based on the 10th Edition of the ITE Trip Generation Manual. A corresponding DOT traffic assessment letter was issued to the Department of City Planning on October 16, 2018. More recently, as requested by City staff, LLG has prepared and submitted a Supplemental Traffic Analysis to LADOT, dated October 29, 2018 (after the release of the Final EIR). This analysis evaluates any potential traffic impacts due to the closure of the golf course and the driving range, as studied in the 2015 Traffic Study under the "Original Project" and the "Preferred Alternative". It should be noted that the now Preferred Alternative is formally identified as

Alternative 6(a) in the Final EIR. Under the first RP-DEIR, the Preferred Alternative was identified as Alternative 6. As a result, this supplemental analysis includes one scenario evaluation of the Project with the golf course and driving range open (with existing use credit applied), and a separate scenario with the golf course and driving range closed (without existing use credit) as analyzed under the "Preferred Alternative" in LADOT's letter dated November 12, 2015.

Alternative 6 (which was the first proposed Preferred Alternative in the first RP-DEIR), as analyzed in the 2015 Traffic Study (without existing use credit), was estimated to generate approximately 2,104 net new daily trips, 166 net new trips in the a.m. peak hour, and 221 net new trips in the p.m. peak hour. Alternative 6(a), which does not account for any existing use credit for the previous use and includes a reduction in the number of single-family residential units from 221 units to 215, is expected to generate approximately 2,030 net new daily trips, 159 net new trips in the a.m. peak hour, and 213 net new trips in the p.m. peak hour. Overall, as seen in Attachment A to this Errata sheet, LADOT concurs with the Supplemental Traffic Analysis that the Preferred Alternative (Alternative 6(a)) represents an overall daily and peak hour trip reduction while assuming no trip credit related to the previous existing golf course and golf driving range. The updated study also confirms by the use of both 9th and 10th Edition ITE trip rates, that the project generates less trips than the trips forecasted in the 2015 Traffic Study due to the reduction of six single-family residential units from 221 to 215 units. Thus, it has been has determined that Alternative 6(a) will not result in any additional unmitigated significant impacts nor exacerbate any previously identified significant impacted intersection. Therefore, all impacts continue to be mitigated.

It should be noted that all of the Project requirements identified in LADOT's original November 12, 2015, letter, for the Original DEIR, shall remain in effect.

Mobility Plan 2035 Standards

As previously indicated in LADOT's letter dated November 2, 2018, the required Project Highway Dedication and Improvements based on the previous City Transportation Element standards has been changed due to the City's adoption of the new Mobility Plan 2035, which reflects current street standards. Per the new Mobility Element, La Tuna Canyon Road has been designated as an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. Tujunga Canyon Boulevard has also been designated as an Avenue II (Secondary Highway), which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. Additionally, LADOT is requiring that the Project's Highway Dedication and Improvements should be based on the new Mobility Plan 2035 street standards, as described in the updated LADOT traffic assessment letter.

The Mobility Plan 2035 street standards would result in a reduced street dedication and improvement requirements for the segments of La Tuna Canyon Road and Tujunga Canyon Boulevard adjacent to the Project Site as compared to the prior City Transportation Element. For example, along La Tuna Canyon Road, the new Avenue II requirements would reduce the amount of land to be dedicated along the Project Site frontage by two feet as compared to the prior Secondary Highway standard (from 45 feet to 43 feet as measured from the La Tuna Canyon Road centerline). Similarly, along Tujunga Canyon Boulevard, the

new Avenue II requirements would reduce the amount of land to be dedicated along the Project Site frontage by nine feet as compared to the prior Major Highway standard (from 52 feet to 43 feet as measured from the Tujunga Canyon Road centerline).

The Project will comply with the Mobility Plan 2035 street dedication and improvement standards. Compliance with the Mobility Plan 2035 street dedication and improvement standards by the Project will not modify the roadway configurations at the study intersections evaluated in the Draft EIR or RP-DEIRs, and therefore does not change the analysis, findings or conclusions associated with the potential traffic impacts of the Project.

CONCLUSION

The City has prepared the Errata and has determined that it does not change any of the findings or conclusions of the Final EIR and does not constitute significant new information. The reduction of six residential units in its overall analysis of potential traffic impacts does not constitute a substantial revision such that a Supplemental/Subsequent EIR need be prepared, as set forth in CEQA Guidelines 15163. The change constitutes new information which makes insignificant corrections and clarifications to the Final EIR and does not introduce new information that was not known previously, and recirculation is not required.[1] There would be no new significant impacts or new mitigation measures required as a result of the Project.

[1] *State CEQA Guidelines 15163*

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6433 La Tuna Canyon Road
DOT Case No. SFV 18-47646

Date: November 2, 2018

To: Luciralia Ibarra, Senior City Planner
Department of City Planning

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **SUPPLEMENTAL TRAFFIC ANALYSIS FOR THE PROPOSED VERDUGO HILLS RESIDENTIAL PROJECT AT 6433 LA TUNA CANYON ROAD**

A revised traffic impact assessment for the proposed Verdugo Hills Residential Project was prepared by Linscott, Law & Greenspan, Engineers (LLG), and submitted to the Department of Transportation (DOT) in June 2015. A corresponding DOT traffic assessment letter was issued to the Department of City Planning on November 12, 2015, which is attached in **Appendix A**. LLG subsequently prepared an Addendum Traffic Analysis dated on October 12, 2018, based on a project modification which reduces the previously proposed number of single-family residential units from 221 units to 215 units. This addendum was analyzed using the latest trip generation rates based on the 10th Edition of the ITE Trip Generation Manual. A corresponding DOT traffic assessment letter was issued to the Department of City Planning on October 16, 2018, which is also attached in **Appendix A**.

Since then, as requested by City staff, LLG has prepared and submitted a Supplemental Traffic Analysis to DOT, dated October 29, 2018. This analysis evaluates any potential traffic impacts due to the closure of the golf course and the driving range as studied in the 2015 Traffic Study under the "Original Project" and the "Preferred Alternative". As a result, this supplemental analysis includes one scenario evaluation of the project with the golf course and driving range open (with existing use credit applied), and a separate scenario with the golf course and driving range closed (without existing use credit) as analyzed under the "Preferred Alternative" in DOT's letter dated November 12, 2015 (copy attached). For purposes of further comparison, both scenarios were analyzed using both 9th and 10th Edition ITE trip rates. A copy of the trip generation rates tables for the different scenarios can be found on **Attachment 1.**

The "Preferred Alternative" as analyzed in the 2015 Traffic Study (without existing use credit) was estimated to generate approximately 2,104 net new daily trips, 166 net new trips in the a.m. peak hour, and 221 net new trips in the p.m. peak hour. The revised project which does not account for any existing use credit for the previous use, and it includes a reduction in the number of single-family residential units from 221 units to 215 is expected to generate approximately 2,030 net new daily trips, 159 net new trips in the a.m. peak hour, and 213 net new trips in the p.m. peak hour as indicated in Table 3. The proposed residential project is expected to be completed by year 2019.

As previously indicated in DOT's letter dated October 16, 2018 (copy attached), the required project Highway Dedication and Improvements based on the previous City Transportation Element standards has been changed due to the City's adoption of the new Mobility Plan 2035 which reflects current street standards. Per the new Mobility Element, **La Tuna Canyon Road** has been designated as an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **Tujunga Canyon Boulevard** has also been designated as an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to confirm the specific highway dedication, street widening and/or sidewalk requirements for this project. Additionally, the required project's Highway Dedication and Improvements should be based on the new Mobility Plan 2035 street standards as described in this updated DOT traffic assessment letter.

DOT concurs with the Supplemental Traffic Analysis that the revised project represents an overall daily and peak hour trip reduction while assuming no trip credit related to the previous existing golf course and golf driving range. The updated study also confirms by the use of both 9th and 10th Edition ITE trip rates, that the project generates less trips than the trips forecasted in the 2015 Traffic Study due to the reduction of six single-family residential units from 221 to 215 units. Therefore, DOT has determined that the revised project will not result in any additional unmitigated significant impacts nor exacerbate any previously identified significant impacted intersection. Therefore, all impacts continue to be mitigated. All of the project requirements identified in DOT's November 12, 2015 letter shall remain in effect. No further traffic assessment analysis is required.

If you have any further questions, please contact me at (818) 374-4697.

Attachments

c: Humberto Quintana, Council District No. 7
Elva Nuno-O'Donnell, City Planner
Erin Strelich, DCP
Steve Rostam, DOT East Valley District
Mike Naini, DOT Geometric Design
Scott Brown, DOT Signal Design
Ali Nahass, BOE Valley District
Quyen Phan, Central District, BOE
David S. Shender, Linscott, Law & Greenspan, Engineers

ATTACHMENT 1

Table 1
PROJECT TRIP GENERATION [1]

29-Oct-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Single-Family Detached Housing [3]	215 DU	2,047	40	121	161	135	80	215
Subtotal Proposed Project		**2,047**	**40**	**121**	**161**	**135**	**80**	**215**
Existing Site Uses								
Golf Course [4]	(18) Holes	(643)	(29)	(8)	(37)	(27)	(26)	(53)
Golf Driving Range [5]	(28) Tees	(382)	(7)	(4)	(11)	(16)	(19)	(35)
Subtotal Existing		(1,025)	(36)	(12)	(48)	(43)	(45)	(88)
NET INCREASE		**1,022**	**4**	**109**	**113**	**92**	**35**	**127**
PREFERRED ALTERNATIVE TRIPS [6]		**1,079**	**6**	**112**	**118**	**96**	**37**	**133**
NET DIFFERENCE		**(57)**	**(2)**	**(3)**	**(5)**	**(4)**	**(2)**	**(6)**

[1] Source: ITE "Trip Generation", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving
[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates
- Daily Trip Rate: 9.52 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.75 trips/dwelling unit; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 1.00 trips/dwelling unit; 63% inbound/37% outbound

[4] ITE Land Use Code 430 (Golf Course) trip generation average rates
- Daily Trip Rate: 35.74 trips/Hole; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.06 trips/Hole; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 2.92 trips/Hole; 51% inbound/49% outbound

[5] ITE Land Use Code 432 (Golf Driving Range) trip generation average rates
- Daily Trip Rate: 13.65 trips/Tee; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.40 trips/Tee; assume 61% inbound/39% outbound
- PM Peak Hour Trip Rate: 1.25 trips/Tee; 45% inbound/55% outbound

[6] Project scenario evaluated in Table 7-1 of the LLG Traffic Study dated June 8, 2015.

Table 2
PROJECT TRIP GENERATION [1]
GOLF COURSE AND DRIVING RANGE CLOSED

29-Oct-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Single-Family Detached Housing [3]	215 DU	2,047	40	121	161	135	80	215
NET INCREASE		**2,047**	**40**	**121**	**161**	**135**	**80**	**215**
PREFERRED ALTERNATIVE TRIPS [4]		**2,104**	**42**	**124**	**166**	**139**	**82**	**221**
NET DIFFERENCE		**(57)**	**(2)**	**(3)**	**(5)**	**(4)**	**(2)**	**(6)**

[1] Source: ITE "Trip Generation", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving
[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates
- Daily Trip Rate: 9.52 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.75 trips/dwelling unit; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 1.00 trips/dwelling unit; 63% inbound/37% outbound

[4] Project scenario evaluated in Table 10-3 of the LLG Traffic Study dated June 8, 2015.

Table 3
PROJECT TRIP GENERATION [1]
GOLF COURSE AND DRIVING RANGE CLOSED

29-Oct-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Single-Family Detached Housing [3]	215 DU	2,030	40	119	159	134	79	213
NET INCREASE		**2,030**	**40**	**119**	**159**	**134**	**79**	**213**
PREFERRED ALTERNATIVE TRIPS [4]		**2,104**	**42**	**124**	**166**	**139**	**82**	**221**
NET DIFFERENCE		**(74)**	**(2)**	**(5)**	**(7)**	**(5)**	**(3)**	**(8)**

[1] Source: ITE "Trip Generation", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving
[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates
- Daily Trip Rate: 9.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.74 trips/dwelling unit, 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 0.99 trips/dwelling unit; 63% inbound/37% outbound

[4] Project scenario evaluated in Table 10-3 of the LLG Traffic Study dated June 8, 2015.

APPENDIX A

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6433 La Tuna Canyon Road
DOT Case No. SFV 18-42360

Date: October 16, 2018

To: Luciralia Ibarra, Senior City Planner
Department of City Planning

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **ADDENDUM TRAFFIC ANALYSIS FOR THE PROPOSED RESIDENTIAL PROJECT AT 6433 LA TUNA CANYON ROAD**

A revised traffic impact assessment for the proposed Verdugo Hills Residential Project was prepared by Linscott, Law & Greenspan, Engineers and submitted to the Department of Transportation (DOT) in June 2015. A corresponding DOT traffic assessment letter was issued to the Department of City Planning (DCP) on November 12, 2015, which is attached in **Appendix A**. Since then, the developer has modified the project by reducing the number of single-family residential units from 221 units to 215 units. As a result, an addendum traffic analysis, dated October 12, 2018 was prepared by Linscott, Law & Greenspan, Engineers and submitted to DOT.

The original project was estimated to generate approximately 1,079 net new daily trips, 118 net new trips in the a.m. peak hour, and 133 net new trips in the p.m. peak hour. The revised project is expected to generate a net increase of 22 net daily trips, a net decrease of 2 trips in the a.m. peak hour, a net decrease of 7 net trips in the p.m. peak hour as shown on Table 1. The proposed residential project is expected to be completed by year 2019.

Since the original project's traffic assessment letter dated November 12, 2015, the required project Highway Dedication and Improvements based on the previous City Transportation Element standards has been changed due to the City's adoption of the new Mobility Plan 2035 which reflects current street standards. Per the new Mobility Element, **La Tuna Canyon Road** has been designated as an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **Tujunga Canyon Boulevard** has also been designated as an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to confirm the specific highway dedication, street widening and/or sidewalk requirements for this project.

DOT concurs with the addendum traffic analysis that the revised project represents a reduction in the overall project trip generation. Additionally, the required project's Highway Dedication and Improvements should be based on the new Mobility Plan 2035 street standards as described in this updated DOT traffic assessment letter. All of the project requirements identified in DOT's November 12, 2015 letter shall remain in effect.

If you have any further questions, please contact me at (818) 374-4697.

Attachments

c: Humberto Quintana, Council District No. 7
Steve Rostam, DOT East Valley District
Mike Naini, DOT Geometric Design
Scott Brown, DOT Signal Design
Ali Nahass, BOE Valley District
Quyen Phan, Central District, BOE
David S. Shender, Linscott, Law & Greenspan, Engineers

Table 1
PROJECT TRIP GENERATION [1]

12-Oct-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Single-Family Detached Housing [3]	215 DU	2,030	40	119	159	134	79	213
Subtotal Proposed Project		**2,030**	**40**	**119**	**159**	**134**	**79**	**213**
Existing Site Uses								
Golf Course [4]	(18) Holes	(547)	(25)	(7)	(32)	(28)	(24)	(52)
Golf Driving Range [5]	(28) Tees	(382)	(7)	(4)	(11)	(16)	(19)	(35)
Subtotal Existing		(929)	(32)	(11)	(43)	(44)	(43)	(87)
NET INCREASE		**1,101**	**8**	**108**	**116**	**90**	**36**	**126**
PREFERRED ALTERNATIVE TRIPS [6]		**1,079**	**6**	**112**	**118**	**96**	**37**	**133**
NET DIFFERENCE		**22**	**2**	**(4)**	**(2)**	**(6)**	**(1)**	**(7)**

[1] Source: ITE "Trip Generation", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving
[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates
- Daily Trip Rate: 9.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.74 trips/dwelling unit; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 0.99 trips/dwelling unit; 63% inbound/37% outbound

[4] ITE Land Use Code 430 (Golf Course) trip generation average rates
- Daily Trip Rate: 30.38 trips/Hole; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.76 trips/Hole; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 2.91 trips/Hole; 53% inbound/47% outbound

[5] ITE Land Use Code 432 (Golf Driving Range) trip generation average rates
- Daily Trip Rate: 13.65 trips/Tee; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.40 trips/Tee; assume 61% inbound/39% outbound
- PM Peak Hour Trip Rate: 1.25 trips/Tee; 45% inbound/55% outbound

[6] Prior project evaluated in November 12, 2015 LADOT traffic assessment letter

APPENDIX A

LOS ANGELES DEPARTMENT OF TRANSPORTATION TRAFFIC ASSESSMENT LETTER

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6433 La Tuna Canyon Road
DOT Case No. SFV-14-102295
DOT Project ID No. 42360

Date: November 12, 2015

To: Karen Hoo, City Planner
Department of City Planning

From: Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **REVISED TRAFFIC ASSESSMENT FOR THE PROPOSED VERDUGO HILLS RESIDENTIAL PROJECT LOCATED AT 6433 LA TUNA CANYON ROAD IN THE SUNLAND-TUJUNGA AREA**

The Department of Transportation (DOT) has completed the revised traffic assessment for the proposed Verdugo Hills Residential Project consisting of a Preferred Alternative Project of 221 single-family detached housing units, and the Original Project condition of 229 single-family detached housing units, located at 6433 La Tuna Canyon Road. This traffic assessment is based on a traffic study prepared by Linscott, Law & Greenspan, Engineers dated June 2015. After careful review of the pertinent data, DOT has determined that the traffic study adequately describes the traffic impacts of the proposed project. The traffic generated by the proposed project will not significantly impact any intersections under either the Original Project or the Preferred Project scenario, which utilizes the existing conditions baseline that takes into account the continuing operations of the golf course and driving range. A hypothetical scenario, in which the closure of the golf course and driving range were to occur, or a hypothetical scenario where the golf course was closed and the driving range remained open, would result in a significant impact to one of the six studied intersections located within the City of Los Angeles. Additionally, four intersections were studied that are located wholly within in the City of Glendale or County of Los Angeles, however, the analysis of those intersections is not included in this assessment.

DISCUSSION AND FINDINGS

The proposed Verdugo Hills Project is located on the north side of La Tuna Canyon Road, and the west side of Tujunga Canyon Boulevard. The project will be completed in one phase; with full project build out expected to be completed by 2016. The Original Project development consists of 229 single-family detached housing units. Currently, this site is occupied by the Verdugo Hills Golf Course and a driving range with 28 tee stations east of the golf course. The Original Project scenario includes existing use credit for both the golf course and driving range. The Original Project also includes the installation of a new traffic signal at the currently unsignalized intersection of Tujunga Canyon Boulevard and Pali Avenue/Hamilton Drive as part of the project description. The Original Project will generate an additional 1,155 daily trips with 124 trips in the A.M. peak hour and 141 trips in the P.M. peak hour, as shown below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. This scenario resulted in no significant traffic impacts.

The Preferred Alternative development consists of 221 single-family detached housing units. Currently, this site is occupied by the Verdugo Hills Golf Course and a driving range with 28 tee stations east of the golf course. The Preferred Alternative Project scenario includes existing use credit for both the golf course and driving range. The Preferred Alternative Project also includes the installation of a new traffic signal at the currently unsignalized intersection of Tujunga Canyon Boulevard and Pali Avenue/Hamilton Drive as part of the project description. The Preferred Alternative Project will generate an additional 1,079 daily trips with 118 trips in the A.M. peak hour and 133 trips in the P.M. peak hour, as shown below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. This scenario resulted in no significant traffic impacts.

A supplemental traffic analysis to the traffic study also analyzed additional hypothetical project scenarios that varied based on the number of single-family detached dwelling units and credit for the existing uses. These scenarios include: a hypothetical scenario of the preferred alternative project of 221 dwelling units and existing credit was given for the driving range only and no existing credit for the golf course, a hypothetical scenario of the preferred alternative project of 221 dwelling units where the golf course and the driving range were both closed, a hypothetical scenario of the original project of 229 dwelling units where the golf course was closed and the driving range remained open, and a hypothetical scenario of the original project consisting of 229 dwelling units with no existing use credit given for either the golf course or the driving range. The analysis of each of these hypothetical scenarios results in a significant traffic impact at the intersection of Tujunga Canyon and La Tuna Canyon Road/Honolulu Avenue. This impact can be reduced to a less than significant level by restriping the eastbound approach of La Tuna Canyon Road. However, both the Verdugo Hills Golf Course and Driving Range remain open at this time and were in full operation at the time of the Notice of Preparation for the EIR for this project.

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
Original Project:								
Single Family Detached Housing	229du	2,180	43	129	172	144	85	229
Gross New Trips		2,180	43	129	172	144	85	229
Existing: (To be removed)								
Golf Course: (18) Holes		(643)	(29)	(8)	(37)	(27)	(26)	(53)
Golf Driving Range: (28) Tees		(382)	(7)	(4)	(11)	(16)	(19)	(35)
Net existing trips (to be removed)		(1,025)	(36)	(12)	(48)	(43)	(45)	(88)
NET PRIMARY TRIPS		**1,155**	**7**	**117**	**124**	**101**	**40**	**141**

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
Preferred Alternative Project:								
Single Family Detached Housing	221du	2,104	42	124	166	139	82	221
Gross New Trips		2,104	42	124	166	139	82	221
Existing: (To be removed)								
Golf Course:	(18) Holes	(643)	(29)	(8)	(37)	(27)	(26)	(53)
Golf Driving Range:	(28) Tees	(382)	(7)	(4)	(11)	(16)	(19)	(35)
Net existing trips (to be removed)		(1,025)	(36)	(12)	(48)	(43)	(45)	(88)
NET PRIMARY TRIPS		**1,079**	**6**	**112**	**118**	**96**	**37**	**133**

The project study area includes the analysis of the following ten roadway intersections. The first six intersections are located within the City of Los Angeles and the remaining four intersections are either in the City of Glendale or the County of Los Angeles. The traffic study shall be submitted to relevant agencies for the intersections located outside of the City of Los Angeles for the review of any traffic impact generated by this proposed project.

- I-210 Fwy EB Off-Ramp & La Tuna Canyon Road
- I-210 Fwy WB Off-Ramp & La Tuna Canyon Road
- Tujunga Canyon Blvd. & Foothill Blvd.
- Tujunga Canyon Blvd. & Pali Ave.
- Tujunga Canyon Blvd. & La Tuna Canyon Road/Honolulu Ave.
- Lowell Ave. & Foothill Blvd.
- Lowell Ave. & Honolulu Ave.
- Lowell Ave. & I-210 Fwy EB Ramps
- Pennsylvania Ave. & Foothill Blvd.
- Pennsylvania Ave. & Honolulu Ave.

The traffic study for the first six intersections located within the City of Los Angeles was revised by DOT to accurately reflect the level of service (LOS) methodology and significant impact criteria used by DOT for the studied intersections (see Attachment B). After a review of the pertinent data, DOT has determined that the preferred project will not result in any significant traffic impacts. However, the hypothetical golf course/driving range closure scenario will result in a significant traffic impact at the intersection of Tujunga Canyon Boulevard & La Tuna Canyon Road/Honolulu Avenue as shown in the summary of volume-to-capacity (V/C) ratios and levels of service (LOS) at the study intersections (see Attachment A). As part of the project description, the project shall install a new traffic signal at the intersection of Tujunga Canyon Boulevard and Pali Avenue/Hamilton Drive. DOT recommends the following project requirements be adopted as conditions of project approval. Although not required for the proposed project under the existing conditions baseline, should the golf course and driving range be closed in the future, the project can mitigate the project-traffic related significant impact to a less than significant level at Tujunga Canyon Boulevard and La Tuna Canyon

Road/Honolulu Avenue by restriping the eastbound approach to provide one left turn lane, one shared left-right turn lane, and one right turn lane.

PROJECT REQUIREMENTS

A. Installation of a New Traffic Signal at the Intersection of Tujunga Canyon Boulevard and Pali Avenue/Hamilton Drive

The proposed project shall install a new traffic signal at the currently unsignalized intersection of Tujunga Canyon Boulevard and Pali Avenue/Hamilton Drive as part of the project description. The signal design shall include Hamilton Drive as part of the signalized intersection. Additionally, southbound and northbound left-turn pockets of sufficient length on Tujunga Canyon Boulevard shall be provided to the satisfaction of DOT. These requirements may involve additional required improvements and re-striping on Tujunga Canyon Boulevard, Hamilton Avenue and Pali Avenue.

The applicant shall be responsible for the signal design and installation. Detailed proposed signal plans are required to be submitted to DOT for review prior to final approval. This improvement shall be guaranteed and completed through the B-Permit process of the Bureau of Engineering, Department of Public Works, as detailed below.

B. Highway Dedication and Improvements

La Tuna Canyon Road is a designated Secondary Highway in the Street and Highways Element of the City's General Plan. La Tuna Canyon Road currently consists of a 42-foot half right-of-way, with a 35-foot half roadway and a 7-foot sidewalk. The standard cross-section for a Secondary Highway is a 45-foot half right-of-way with a 35-foot half roadway and a 10-foot sidewalk. Therefore, a 3-foot dedication along the entire project frontage on La Tuna Canyon Road is required to bring the total right-of-way and sidewalk to the Secondary Highway standard required by the General Plan.

Tujunga Canyon Boulevard is a designated Major Highway Class II in the Street and Highways Element of the City's General Plan. Tujunga Canyon Boulevard currently consists of a variable width half right-of-way, half roadway and sidewalk. The standard cross section for a Major Highway Class II is a 52-foot half right-of-way, with a 40-foot half roadway and a 12-foot sidewalk. Therefore, a variable width dedication to complete a 52-foot half right-of-way and a variable width widening and improvement to complete a 40-foot half roadway and a 12-foot sidewalk along the entire project frontage on Tujunga Canyon Boulevard is required to bring the half right-of-way, half roadway and sidewalk to the Major Highway Class II standard required by the General Plan, to the satisfaction of DOT and Bureau of Engineering, Department of Public Works.

C. Additional Project Requirement for Golf Course and/or Driving Range Closure Scenarios Only - Mitigation Measure at the Intersection of Tujunga Canyon Boulevard and La Tuna Canyon Road/Honolulu Avenue

The hypothetical project scenarios where either the golf course or driving range, or both, are closed will significantly impact the intersection of Tujunga Canyon and La Tuna Canyon Road/Honolulu Avenue. Restriping the eastbound approach to provide one left turn lane, one shared left-right turn lane, and one right turn lane is required to mitigate the intersection to a less than significant level. This improvement shall be guaranteed and completed through the B-Permit process of the Bureau of Engineering, Department of Public Works, as detailed below.

The above transportation improvements shall be guaranteed through the B-permit process of the

Bureau of Engineering, Department of Public Works. Any improvements shall be constructed and completed before the issuance of the final certificate of occupancy, to the satisfaction of DOT and the Bureau of Engineering. Prior to setting the bond amount, the Bureau of Engineering shall require the developer's engineer or contractor to contact DOT's B-permit Coordinator at (213) 928-5322, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

The street dedication shall be completed through Quyen Phan in the Department of Public Works, Bureau of Engineering, Land Development Group, (213) 977-6955, before the issuance of any building permit for this project. Since the dedication procedure may be lengthy, the process should be commenced as soon as possible. Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works to determine any other requirements.

D. Site Access and Internal Circulation

Vehicular access to the project from La Tuna Canyon Boulevard will be provided via two private internal roadways. Both site access points shall accommodate full access movements, including left turn and right turn ingress and egress turning movements. Vehicular access to the project from Tujunga Canyon Boulevard, both ingress and egress, shall only come from the access provided by the installation of a new traffic signal at the intersection of Tujunga Canyon Boulevard and Pali Avenue/Hamilton Drive. A minimum 60-foot reservoir space between the new property line and the first parking stall or gate shall be provided at all access points to public roadways. Parking stall shall be designed so that a vehicle is not required to back up into or out of any public street, sidewalk or alley.

Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans, with a minimum scale of 1"=40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401.

If you have any further questions, you may contact Kevin Ecker of my staff at (818) 374-4699.

c: Claudia Rodriguez, Seventh Council District
Brian Gallagher, DOT East Valley District
Ali Nahass, BOE Valley District
Tim Conger, DOT Geometric Design
John Varghese, DOT Signal Design
Quyen Phan, BOE Land Development
David Shender, Linscott, Law & Greenspan, Engineers

ATTACHMENT A

Verdugo Hills Residential Project
Preferred Alternative Project
6433 La Tuna Canyon Road
DOT Case No. SFV-14-102295
Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Intersection	Peak Hour	Year 2014 Existing		Year 2014 Existing w/ Project		Year 2016 w/o Project		Year 2016 w/ Project		Project Impact	Year 2016 w/ Mitigation		Project Impact
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	Δ V/C
I-210 Fwy EB Off-Ramp & La Tuna Canyon Rd.	AM	0.351	A	0.357	A	0.385	A	0.390	A	0.005			
	PM	0.297	A	0.321	A	0.353	A	0.378	A	0.025			
I-210 Fwy WB Off-Ramp & La Tuna Canyon Rd.	AM	0.649	B	0.682	B	0.592	A	0.622	B	0.030			
	PM	0.361	A	0.371	A	0.311	A	0.321	A	0.010			
Tujunga Canyon Blvd. & Foothill Blvd.	AM	0.757	C	0.760	C	0.809	D	0.812	D	0.003			
	PM	0.739	C	0.743	C	0.786	C	0.791	C	0.005			
Tujunga Canyon Blvd. & Pali Ave.	AM	1.180	F	1.183	F	1.240	F	1.243	F	0.003			
	PM	1.195	F	1.201	F	1.265	F	1.271	F	0.006			
Tujunga Canyon Blvd. & La Tuna Canyon Rd.	AM	0.617	B	0.654	B	0.657	B	0.695	B	0.038			
	PM	0.495	A	0.500	A	0.537	A	0.541	A	0.004			
Lowell Ave. & Foothill Blvd.	AM	0.539	A	0.547	A	0.572	A	0.581	A	0.009			
	PM	0.607	B	0.614	B	0.645	B	0.652	B	0.007			

*** Significant impact**

Verdugo Hills Residential Project
Original Project
6433 La Tuna Canyon Road
DOT Case No. SFV-14-102295
Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Intersection	Peak Hour	Year 2014 Existing		Year 2014 Existing w/ Project		Year 2016 w/o Project		Year 2016 w/ Project		Project Impact	Year 2016 w/ Mitigation		Project Impact
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	Δ V/C
I-210 Fwy EB Off-Ramp & La Tuna Canyon Rd.	AM	0.351	A	0.357	A	0.385	A	0.391	A	0.006			
	PM	0.297	A	0.322	A	0.353	A	0.379	A	0.026			
I-210 Fwy WB Off-Ramp & La Tuna Canyon Rd.	AM	0.649	B	0.684	C	0.592	A	0.623	B	0.031			
	PM	0.361	A	0.372	A	0.311	A	0.322	A	0.011			
Tujunga Canyon Blvd. & Foothill Blvd.	AM	0.757	C	0.760	C	0.809	D	0.812	D	0.003			
	PM	0.739	C	0.743	C	0.786	C	0.791	C	0.005			
Tujunga Canyon Blvd. & Pali Ave.	AM	1.180	F	1.181	F	1.240	F	1.241	F	0.001			
	PM	1.195	F	1.198	F	1.265	F	1.268	F	0.003			
Tujunga Canyon Blvd. & La Tuna Canyon Rd.	AM	0.617	B	0.657	B	0.657	B	0.698	B	0.041			
	PM	0.495	A	0.498	A	0.537	A	0.539	A	0.002			
Lowell Ave. & Foothill Blvd.	AM	0.539	A	0.548	A	0.572	A	0.581	A	0.009			
	PM	0.607	B	0.614	B	0.645	B	0.652	B	0.007			

*** Significant impact**

ATTACHMENT B
Table 2: Significant Transportation Impact Thresholds

Level of Service	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact (Δ V/C)
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E, F	≥ 0.901	≥ 0.010