

4.16 **Transportation and Traffic**

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a) Less than Significant Impact With Mitigation.

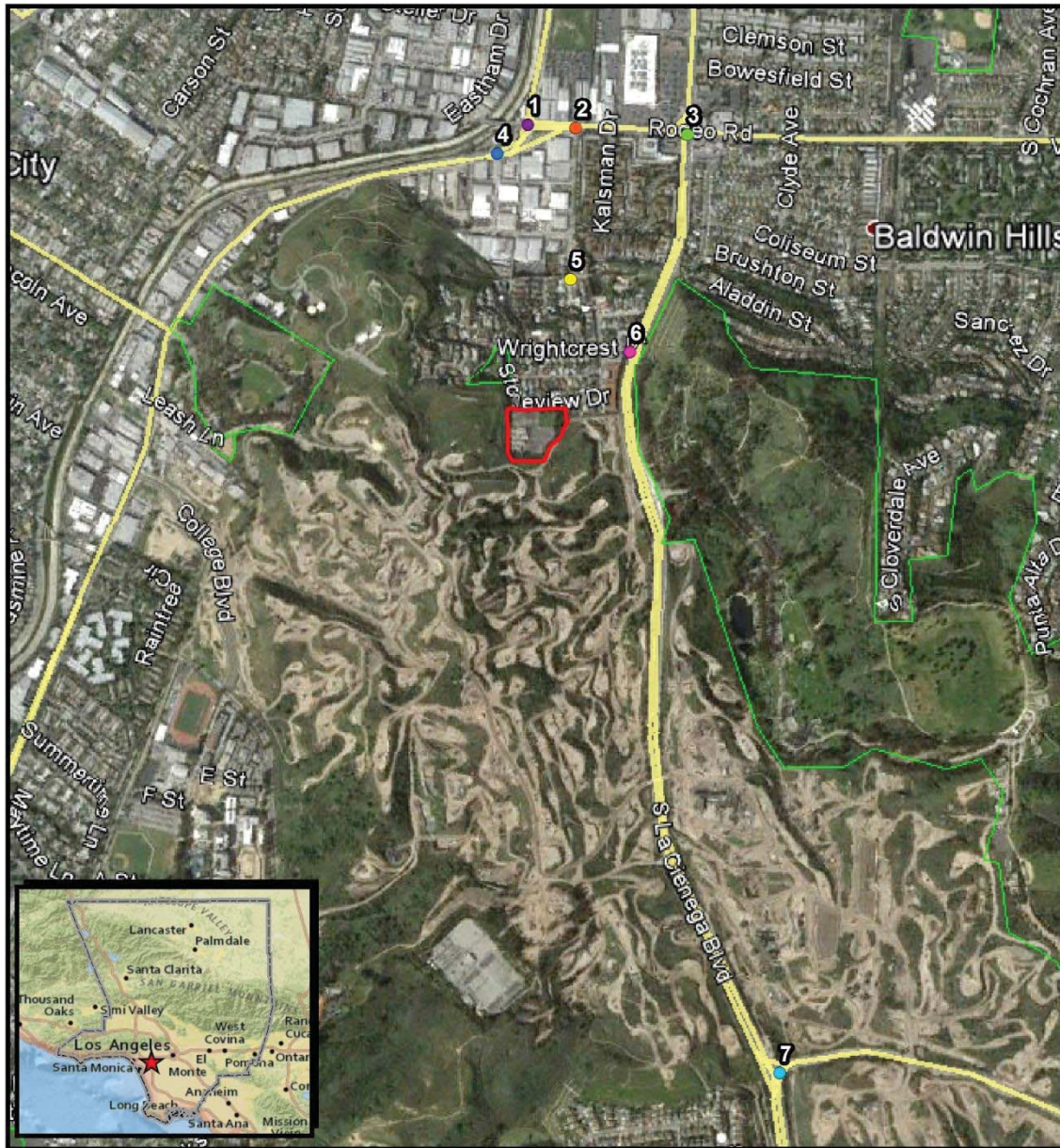
The following discussion is based upon a traffic study conducted in October 2013²¹ by IBI Group, Inc. (La Point, 2013) and provided in **Appendix G**. Traffic surveys were conducted on October 24, 2013 (a weekday) and October 27, 2013 (a weekend day) at the intersections shown in **Figure 4.16-1** and along the street segments shown in **Figure 4.16-2**. **Tables 4.16-1**: Results of October 2013 Intersections Survey and **4.16-2**: Results of October 2013 Street Segment Survey summarize the results of the traffic counts. Daily traffic in the neighborhood north of the project site ranged from 116 to 713 trips per day during the week and from 104 to 668 trips per day during the weekend.

The County of Los Angeles Department of Parks and Recreation (DPR) used visitor data from three most comparable natural areas in Los Angeles County to estimate daily attendance at the proposed

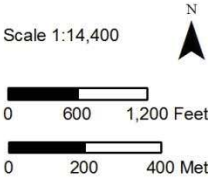
²¹ The traffic study was revised in December 2013.

project (Sohm, 2013). (See **Appendix A.**) The proposed park is expected to receive 125 visitors on a typical weekday and 275 visitors on a typical weekend day. The traffic study assumed that the average vehicle occupancy would be two. Each vehicle creates two trips: one inbound and one outbound.

Figure 4.16-1
TRAFFIC STUDY INTERSECTIONS



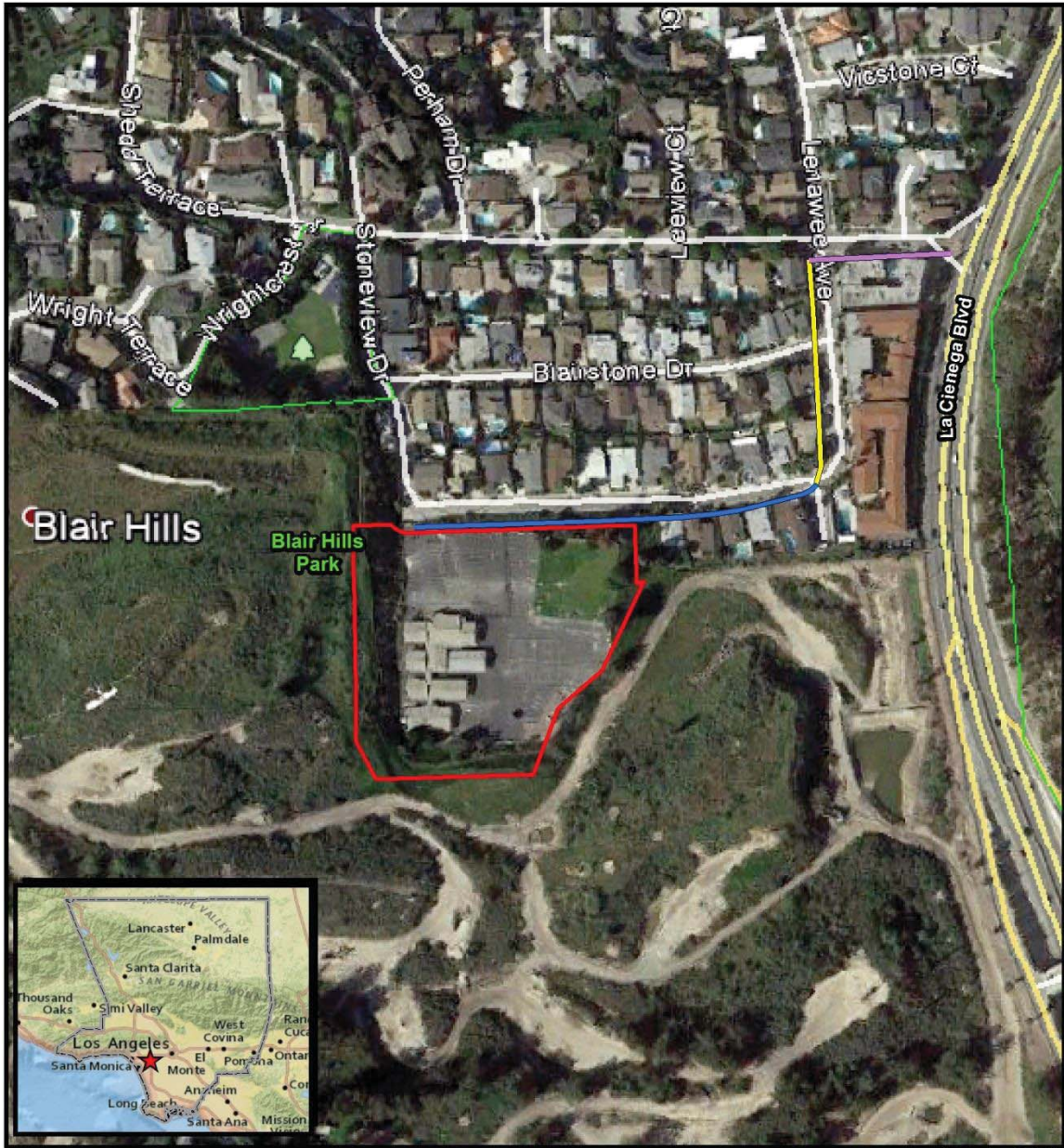
Service Layer Credits: National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, IPC, CDC, 2007; Google Earth, 2013; Los Angeles County, 2013; UltraSystems Environmental, Inc., 2013
December 2, 2013



Legend	
	Project Location
	Project Boundary
	Los Angeles County Boundary
Traffic Study Intersections:	
	1. Jefferson Blvd & Rodeo Rd
	2. Lenawee Ave & Rodeo Rd
	3. La Cienega Blvd & Rodeo Rd
	4. Holdrege Ave & Jefferson Blvd
	5. Lenawee Ave & Ivy Way
	6. La Cienega Blvd & Wrightcrest
	7. La Cienega Blvd & Stocker St

Stoneview Nature Center
Traffic Study Intersections

Figure 4.16-2
TRAFFIC STUDY ARTERIAL SEGMENTS



Service Layer Credits: National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, iPC, Copyright: © 2013 Esri, DeLorme, NAVTEQ, TomTom, Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; CDC, 2007; Google Earth, 2013; Los Angeles County, 2013; UltraSystems Environmental, Inc., 2013

December 2, 2013

<p>Scale 1:3,000</p> <p>0 125 250 Feet</p> <p>0 40 80 Meters</p>	<p>★ Project Location</p> <p>▭ Project Boundary</p> <p>▭ Los Angeles County</p>	<p>Legend</p> <p>Traffic Study Arterial Segments:</p> <ul style="list-style-type: none"> — 1. Lenawee Ave between Wrightcrest Dr and Stoneview Dr — 2. Wrightcrest Dr between Lenawee Ave and La Cienega Blvd — 3. Stoneview Dr between Stoneview Nature Center and Lenawee Blvd 	<p>Stoneview Nature Center</p> <p>Traffic Study Arterial Segments</p>
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Table 4.16-1
RESULTS OF OCTOBER 2013 INTERSECTIONS SURVEY

No.	Description	Peak Hourly Traffic Count		
		Thursday October 24, 2013		Sunday October 27, 2013
		A.M. Peak ^a	P.M. Peak ^b	Peak Hour ^c
1	Jefferson Boulevard and Rodeo Road	4,232	4,110	2,591
2	Lenawee Avenue and Rodeo Road	2,677	2,525	1,733
3	La Cienega Boulevard and Rodeo Road	6,785	7,019	5,928
4	Holdrege Avenue and Jefferson Boulevard	3,113	3,323	1,951
5	Lenawee Avenue and Ivy Way	120	452	139
6	La Cienega Boulevard and Wrightcrest Drive	4,403	5,258	4,120
7	La Cienega Boulevard and Stocker Street	6,535	7,110	5,685

^aHighest-volume 60-minute period between 7:00 A.M. and 9:00 A.M.

^bHighest-volume 60-minute period between 4:00 P.M. and 6:00 P.M.

^cHighest-volume 60-minute period between 11:00 AM. and 3:00 P.M.

Table 4.16-2
RESULTS OF OCTOBER 2013 STREET SEGMENT SURVEY

No.	Arterial	Between	Daily Traffic	
			Thursday October 24, 2013	Sunday October 27, 2013
1	Lenawee Avenue	Wrightcrest Drive and Stoneview Drive	300	285
2	Wrightcrest Drive	Lenawee Avenue and La Cienega Boulevard	713	668
3	Stoneview Drive	Nature Center and Lenawee Avenue	116	104

Therefore the number of daily vehicle trips on weekdays and weekend days would be 125 and 275, respectively.

The potential use of the project as a trailhead for the proposed Park to Playa Trail was included in the DPR's visitor projections because the comparable natural areas include trails and/or trail connections. The Park to Playa Trail project would be an approximately seven-mile system of walking, hiking and bicycle trails running east-southerly through other parks and open space in the Baldwin Hills. It would install a six-foot-wide natural surface trail that would extend from the Baldwin Hills Scenic Overlook State Park to La Cienega Boulevard to provide a connection to the

Kenneth Hahn State Recreational Area (KHSRA). This new trail would travel through 18 acres of land that is currently used for oilfield operations and is not accessible to the public. This segment of the Park to Playa Trail project, referred to as Segment C, would also include an interpretive node near the southwestern corner of the Stoneview Nature Center site, that would consist of seat walls, a planting area, and interpretive signage. The Initial Study/Mitigated Negative Declaration (IS/MND) for the Park to Playa Trail project (BHRCA, 2013) identifies the parking lots at the Baldwin Hills Scenic Overlook, Culver City Park and the KHSRA as serving the Park to Playa Trail. A gate or opening will be provided to connect the Stoneview Nature Center site to the Park to Playa Trail.

Table 4.16-3: Trips Generated by the Proposed Project summarizes the numbers of trips generated by the proposed Stoneview Nature Center for its own use and its use as a trailhead.

Table 4.16-3
TRIPS GENERATED BY THE PROPOSED PROJECT

Time Period	Weekday Trips	Weekend Trips
Peak Hourly	31	68
Daily	125	275

Study intersection future forecast traffic conditions are analyzed using the Intersection Capacity Utilization (ICU) methodology, consistent with the County of Los Angeles Traffic Impact Analysis Guidelines (1997) and the “Traffic Study Criteria for the Review of Proposed Development Projects Within the City of Culver City” (City of Culver City, 2012). The ICU methodology is based on intersection volume-to-capacity (V/C) ratios. The ICU value for each movement is the observed or forecast volume divided by the saturation flow volume. The intersection ICU value is the sum of the ICU values for the critical movement on each leg, where the critical movement is the one (left, through, or right) that has the highest ICU value. ICU values are usually expressed as a decimal fraction (e.g. 0.74), where 1.00 represents the saturated condition (where the volume of traffic flow is equal to the capacity.)

Consistent with the City of Culver City’s traffic study criteria, the general lane capacity is assumed to be 1,600 vehicles per hour per lane, and the capacity used for a set of dual left turn lanes was 2,880 vehicles per hour. A 10% loss time was also utilized for the yellow traffic signal clearance interval.

The efficiency of traffic operations is measured in terms of Level of Service (LOS). The LOS refers to the quality of traffic flow along roadways and at intersections. Evaluation of roadways and intersections involves the assignment of grades from “A” to “F,” with LOS “A” representing the highest level operating conditions and LOS “F” representing extremely congested and restricted operations. Each letter grade corresponds to a range of V/C values, which are described in **Table 4.16-4: Level of Service Description.**

Intersection Level of Service analysis is performed using TRAFFIX software. TRAFFIX is a network-based interactive computer program that enables calculation of levels of service at signalized and unsignalized intersections for multiple locations and scenarios. TRAFFIX also calculates signal

timing (green times and cycle lengths) and maximum queue lengths to assist in evaluating signalized intersections.

For intersections, the impact is considered significant if the project related increase in the volume to capacity (v/c) ratio equals or exceeds the thresholds shown in **Table 4.16-5: Significance Thresholds for Intersections**.

**Table 4.16-4
LEVEL OF SERVICE DESCRIPTION**

Level of Service	ICU	Value Definition
A	A 0.00 – 0.60	At level of service A there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is 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	B 0.61 – 0.70	Level of service 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 within platoons of vehicles.
C	C 0.71 – 0.80	In level of service 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	D 0.81 – 0.90	Level of service D encompasses a zone of increasing restriction, approaching instability. Delay 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	E 0.91 – 1.00	Level of service 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	F > 1.000	Level of service F represents jammed conditions. Back-ups from locations 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.

ICU – Intersection Capacity Utilization
Source: Highway Capacity

Table 4.16-5
SIGNIFICANCE THRESHOLDS FOR INTERSECTIONS

Pre-Project Condition		Project V/C Increase
LOS	V/C	
A	0.600 or less	No significant impact
B	0.601 – 0.701	No significant impact
C	0.701 – 0.800	Equal to or greater than 0.05
D	0.801 – 0.900	Equal to or greater than 0.04
E	0.901 – 1.000	Equal to or greater than 0.02
F	1.001 or more	Equal to or greater than 0.02

Source: *Traffic Study Criteria for the Review of Proposed Development Projects Within the City of Culver City*. City of Culver City, Public Works Department and Community Development Department (July 2012), Table 4.

A project is deemed to have a significant impact on residential streets when it adds the percentages of average daily traffic (ADT) shown in Table 4.16-6: Significant Impact Thresholds for Two-Lane Roadways.

Table 4.16-6
SIGNIFICANT IMPACT THRESHOLDS FOR TWO-LANE ROADWAYS

Projected Average Daily Traffic With Project	Project Related Increase in Average Daily Traffic
999 or less	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

Source: *Traffic Study Criteria for the Review of Proposed Development Projects Within the City of Culver City*. City of Culver City, Public Works Department and Community Development Department (July 2012), Table 5.

Tables 4.16-7, 4.16-8, and 4.16-9 show the results of the level of service (LOS) analysis for the weekday A.M. peak hour, weekday P.M. peak hour, and Sunday peak hour, respectively. As seen in these tables, there would be no significant impacts to study intersections attributable to the Stoneview Nature Center Project. Signals would not be warranted at any unsignalized locations.

Table 4.16-7
LEVEL OF SERVICE ANALYSIS FOR WEEKDAY A.M. PEAK HOUR

No.	Intersection	AM Peak Hour					
		Year 2013					
		No Project		With Project		Change	Impact?
		V/C	LOS	V/C	LOS	V/C	
1	Jefferson Boulevard & Rodeo Road	0.815	D	0.821	D	0.006	No
2	Lenawee Avenue & Rodeo Road	0.077	A	0.082	A	0.005	No
3	La Cienega Boulevard & Rodeo Road	1.108	F	1.112	F	0.004	No
4	Holdrege Avenue & Jefferson Boulevard	0.599	A	0.601	B	0.002	No
5	Lenawee Avenue & Ivy Way	0.061	A	0.071	A	0.100	No
6	La Cienega Boulevard & Wrightcrest Drive	0.000	A	0.000	A	0.000	No
7	La Cienega Boulevard & Stocker Street	1.288	F	1.288	F	0.000	No

No.	Intersection	AM Peak Hour					
		Year 2016					
		No Project		With Project		Change	Impact?
		V/C	LOS	V/C	LOS	V/C	
8	Jefferson Boulevard & Rodeo Road	1.049	F	1.049	F	0.001	No
9	Lenawee Avenue & Rodeo Road	0.089	B	0.095	B	0.006	No
10	La Cienega Boulevard & Rodeo Road	1.219	F	1.223	F	0.004	No
11	Holdrege Avenue & Jefferson Boulevard	0.754	C	0.756	C	0.002	No
12	Lenawee Avenue & Ivy Way	0.063	A	0.073	A	0.010	No
13	La Cienega Boulevard & Wrightcrest Drive	0.000	A	0.000	A	0.000	No
14	La Cienega Boulevard & Stocker Street	1.336	F	1.337	F	0.001	No

Table 4.16-8
LEVEL OF SERVICE ANALYSIS FOR WEEKDAY P.M. PEAK HOUR

No.	Intersection	PM Peak Hour					
		Year 2013					
		No Project		With Project		Change	Impact?
		V/C	LOS	V/C	LOS	V/C	
15	Jefferson Boulevard & Rodeo Road	0.783	C	0.783	C	0.000	No
16	Lenawee Avenue & Rodeo Road	0.104	C	0.128	C	0.024	No
17	La Cienega Boulevard & Rodeo Road	1.061	F	1.068	F	0.007	No
18	Holdrege Avenue & Jefferson Boulevard	0.720	C	0.723	C	0.003	No
19	Lenawee Avenue & Ivy Way	0.468	C	0.478	B	0.010	No
20	La Cienega Boulevard & Wrightcrest Drive	0.000	A	0.000	A	0.000	No
21	La Cienega Boulevard & Stocker Street	1.184	F	1.185	F	0.001	No

No.	Intersection	PM Peak Hour					
		Year 2016					
		No Project		With Project		Change	Impact?
		V/C	LOS	V/C	LOS	V/C	
22	Jefferson Boulevard & Rodeo Road	0.905	E	0.906	E	0.001	No
23	Lenawee Avenue & Rodeo Road	0.119	C	0.145	C	0.026	No
24	La Cienega Boulevard & Rodeo Road	1.135	F	1.142	F	0.007	No
25	Holdrege Avenue & Jefferson Boulevard	0.810	D	0.813	D	0.003	No
26	Lenawee Avenue & Ivy Way	0.482	B	0.493	B	0.011	No
27	La Cienega Boulevard & Wrightcrest Drive	0.000	A	0.000	A	0.000	No
28	La Cienega Boulevard & Stocker Street	1.229	F	1.230	F	0.001	No

**Table 4.16-9
LEVEL OF SERVICE ANALYSIS FOR SUNDAY PEAK HOUR**

No.	Intersection	Sunday Peak Hour					
		Year 2013					
		No Project		With Project		Change	Impact?
		V/C	LOS	V/C	LOS	V/C	
29	Jefferson Boulevard & Rodeo Road	0.550	A	0.552	A	0.002	No
30	Lenawee Avenue & Rodeo Road	0.044	B	0.072	B	0.048	No
31	La Cienega Boulevard & Rodeo Road	0.870	D	0.877	D	0.007	No
32	Holdrege Avenue & Jefferson Boulevard	0.346	A	0.351	A	0.005	No
33	Lenawee Avenue & Ivy Way	0.090	A	0.115	A	0.025	No
34	La Cienega Boulevard & Wrightcrest Drive	0.000	A	0.000	A	0.000	No
35	La Cienega Boulevard & Stocker Street	0.934	E	0.936	E	0.002	No

No.	Intersection	Sunday Peak Hour					
		Year 2016					
		No Project		With Project		Change	Impact?
		V/C	LOS	V/C	LOS	V/C	
36	Jefferson Boulevard & Rodeo Road	0.582	A	0.584	A	0.002	No
37	Lenawee Avenue & Rodeo Road	0.047	B	0.075	B	0.028	No
38	La Cienega Boulevard & Rodeo Road	0.899	D	0.907	E	0.008	No
39	Holdrege Avenue & Jefferson Boulevard	0.369	A	0.375	A	0.006	No
40	Lenawee Avenue & Ivy Way	0.094	A	0.118	A	0.024	No
41	La Cienega Boulevard & Wrightcrest Drive	0.000	A	0.000	A	0.000	No
42	La Cienega Boulevard & Stocker Street	0.964	E	0.966	E	0.002	No

The residential street analysis for the Lenawee Avenue, Wrightcrest Drive and Stoneview Drive segments that provide access to and from the project area is summarized in **Table 4.16-10: Weekday Analysis of Study Residential Streets**. The weekend analysis is provided in **Table 4.16-11: Weekend Analysis of Study Residential Streets**. Based on the City of Culver City thresholds, the project would create a significant impact on Lenawee Avenue and Stoneview Drive on the weekend. This impact will be reduced to a less than significant level by implementation of mitigation measures T-MM-1 and T-MM-2.

T-MM-1 In order to mitigate potential residential street impacts to a less than significant level, the County will establish a traffic monitoring program for Stoneview Drive and Lenawee Avenue “before” and “after” the Stoneview Nature Center is operating. The program will measure traffic volumes, speed, directions, and vehicle type for one week before construction of the Nature Center and then for one week approximately three to four months after the Nature Center is in full operation.

T-MM-2 If an increase in daily traffic of 120 vehicles or more is observed on Stoneview Drive or Lenawee Avenue, then the County will work with the City of Culver City to devise and implement measures to reduce the impacts of increased traffic. These measures may include traffic calming measures from the City’s Neighborhood Traffic Calming Program such as, but not be limited to, additional signage, speed feedback signs, speed humps or speed tables, or restrictions to or closure of access from the Stoneview Nature Center to the Park to Playa trail. The traffic calming measures will be funded within the traffic calming measures fund allocated in the Memorandum of Understanding related to the Stoneview Nature Center project between Los Angeles County and the City of Culver City.²²

Table 4.16-10
WEEKDAY ANALYSIS OF STUDY RESIDENTIAL STREETS

Road	Segment	Existing Daily Volume	Project Trips	Daily Traffic With Project	Threshold (Project Trips) for Significant Impact	Impact Yes or No?
Lenawee Avenue	Wrightcrest to Stoneview	300	100	400	120	No
Wrightcrest Drive	Stoneview to Lenawee	713	25	738	120	No
Stoneview Drive	Project Site to Lenawee	116	100	216	120	No

²² The memorandum of understanding is in draft form.

Table 4.16-11
WEEKEND ANALYSIS OF STUDY RESIDENTIAL STREETS

Road	Segment	Existing Daily Volume	Project Trips	Daily Traffic With Project	Threshold (Project Trips) for Significant Impact	Impact Yes or No?
Lenawee Avenue	Wrightcrest to Stoneview	285	220	505	120	Yes
Wrightcrest Drive	Stoneview to Lenawee	668	55	723	120	No
Stoneview Drive	Project Site to Lenawee	104	220	324	120	Yes

The proposed project includes plans for two surface parking lots. The surface parking would include a small parking lot with 16 spaces and a larger parking lot with 45 spaces. The two lots would be located adjacent to each other at the northwest corner of the site. Access to the surface lots would be provided via a single gated driveway on Stoneview Drive.

Parking Requirements

The Stoneview interpretive center site plan shows a 1,000-square-foot assembly area, plus an additional 3,000 square feet of support area that includes a lobby, office space, restrooms and equipment rooms.

Section 22.52.1175 of the Los Angeles County, California Code of Ordinances provides off-street parking requirements for public park facilities. The County Planning and Zoning ordinance stipulates that publicly owned parks less than 50 acres in size shall provide one automobile parking space for each 45 square feet of floor area in the largest public assembly area, plus one automobile parking space for every 400 square feet of remaining floor area in the building. The off-street parking requirements are tabulated for the proposed project in **Table 4.16-12**.

Table 4.16-12
LOS ANGELES COUNTY OFF-STREET PARKING REQUIREMENT

Area	Size	Parking Requirement Rate ^a	Number of Parking Spaces Required	Parking Spaces Provided
Assembly Area	1,000 square feet	1 space per 45 square feet	23	45
Support Spaces	3,000 square feet	1 space per 400 square feet	8	16
Park	5 acres	1 space per 0.5 acre	10	
Total			41	61 ^b

^a Source: Los Angeles County, California Code of Ordinances Section 22.52.1175.

^b Six parking spaces may be used by the Nature Center Staff; 55 would be available to the public.

For comparison, Section 17.320.020 of the Culver City Zoning Code provides the minimum number of off-street parking spaces required by land use. "Nature center" is not an explicitly listed land use, so the general rate for assembly uses, religious places of worship, clubs, mortuaries with

congregational services, meeting halls, membership organizations, sports arenas, stadiums and theaters for recreation, education and public assembly uses was applied. The off-street parking requirement is calculated in **Table 4.16-13: City of Culver City Off-Street Parking Requirements**. A total of 61 spaces would be available, and up to six of these may be used by staff.

**Table 4.16-13
CITY OF CULVER CITY OFF-STREET PARKING REQUIREMENTS**

Area	Size	Parking Requirement Rate ^a	Number of Parking Spaces Required	Parking Spaces Provided
Assembly Area with No Fixed Seats	1,000 square feet	1 space per 35 square feet	29 spaces	55 spaces
Office Space ^b	650 square feet	1 space per 350 square feet	2 spaces	6 spaces
Total			31 spaces	61 spaces

^aSource: Culver City Zoning Code Section 17.320.020

^bApproximately 650 square feet of office space and 400 square feet of lobby area are shown on the site plan.

Parking Demand Generation

The ITE Parking Generation Manual, 4th Edition provides averages, ranges, and statistical quality values of parking demand generated by various land uses. There is no rate available for nature center use, but some similar types of land uses and the associated parking demand are summarized in **Table 4.16-14: ITE Parking Generation**.

**Table 4.16-14
ITE PARKING GENERATION**

Use Classification	Unit	Quantity	ITE Rate (Spaces/Unit)	Peak Parking Generation
411 City Park	Acres	5.0	2.80	14
435 Multipurpose Recreational Facility	TSF	4.0	10.67	43
495 Recreational Community Center	TSF	4.0	4.00	16

Source: ITE Trip Generation Manual, 4th Edition

TSF = Thousand Square Feet

Note: If both weekday and weekend rates are available, the higher rate was selected for this table.

The ITE Parking Generation Manual rates for City Park, Multipurpose Recreational Facility and Recreational Community Center suggests that, based on observations made at similar types of uses, the parking demand at the Stoneview Nature Center Site may vary between 14 and 43 parking spaces. Based on the projected visitor attendance developed in the Trip Generation section, the maximum number of expected visitors to the site on a typical Sunday would be 69. With an assumed average occupancy of two people per vehicle, the peak parking demand for visitors is expected to be 35 parking spaces. This analysis suggests that the 61 parking spaces provided would be sufficient to meet the needs of the Nature Center for typical use.

It is anticipated that schools would bring groups of children to the Nature Center for field trips, but they are expected to arrive by bus and create minimal impacts to traffic or parking.

If the County of Los Angeles Department of Parks and Recreation chooses to allow the Nature Center to be used for special events, there is a potential impacts on neighborhood parking. These impacts will be reduced to a less than significant level by implementation of mitigation measure T-MM-3.

T-MM-3 As part of the “before” and “after” monitoring to be performed under mitigation measure T-MM-1, the County will measure street parking utilization. The County of Los Angeles Department of Parks and Recreation will develop a parking management plan to help staff identify conditions that would require active parking management. The plan will provide strategies to address varying levels of parking demand to ensure that demand does not exceed supply, and prevent overflow parking from encroaching onto neighborhood streets. If a special event is expected to generate parking demand that exceeds supply, an alternative offsite parking lot will be identified and a shuttle service provided between the offsite parking lot and the Nature Center site. The plan will also identify shuttle routes, headways, and directional signage locations.

b) Less Than Significant Impact.

The Congestion Management Program (CMP) for Los Angeles County guidelines for determining the analysis study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips in either direction during either the AM or PM weekday peak hours.

The 2010 Congestion Management Program for Los Angeles County indicates that a significant impact occurs for an intersection when the proposed project increases traffic demand on a CMP facility by 2 percent (2%), causing LOS F ($V/C \geq 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand by 2 percent of capacity ($V/C \geq 0.02$).

La Cienega Boulevard is identified as part of the Congestion Management Plan (CMP) Highway and Roadway System for Los Angeles County. The nearest CMP arterial monitoring intersection is the intersection of La Cienega Boulevard and Jefferson Boulevard (CMP ID 46), which is located approximately 1.2 miles north of the project site. Based on the proposed project trip generation projections from this study, the proposed project is not expected to add 50 or more trips per hour to this location. Therefore, no further analysis of this CMP monitoring intersection is required.

The nearest mainline freeway monitoring location to the project site is the I-10 freeway east of the La Brea Avenue undercrossing (CMP Station 1012), which is approximately 3 miles northeast of the site. Based on the proposed project trip generation projections, the project is not forecast to add 150 or more new peak hour trips onto the freeway mainline. No further analysis of this CMP monitoring intersection is required.

The proposed project would not increase traffic congestion in its immediate surroundings and in the nearby residential neighborhood. The project is not expected to create significant impacts to

study area intersections and two-lane roadways based on the Los Angeles County thresholds for significant impacts, and is not required to contribute toward any fair share costs for roadway improvements to the circulation system. Because impacts would be less than significant, no mitigation measures are necessary. However, the following measures are recommended to minimize the potential impacts that may be experienced by residents in the vicinity of the project site due to increased traffic levels on local residential streets, and to prevent any potential overflow parking from utilizing on-street parking spaces.

- It is recommended that the Stoneview Nature Center not be identified as an official trailhead in any Park to Playa Trail project documents or published materials. While it is possible that some hikers who are not interested in visiting the Nature Center may park in the Stoneview parking lot to access the trails, visitors should be encouraged to park in one of the other available public parking lots. The Stoneview Nature Center parking lot should not be identified in any printed or electronic maps produced as part of the Park to Playa Trail project, and no signage installed as part of the Park to Playa Trail project should direct vehicles toward the Stoneview site.
- The County of Los Angeles Department of Parks and Recreation should limit the attendance at special events held at the Stoneview Nature Center to a level that can reasonably be accommodated by the surface parking lot. Unless provisions have been made for a large group to arrive by bus or other alternative mode of transportation, at least one parking space should be allocated per staff member and one parking space allocated for every two visitors or guests so as not to exceed parking capacity.
- If Stoneview intends to hold special events with more than 90 attendees and staff arriving in private vehicles, a special event parking management plan should be developed to identify an off-site parking location, shuttle service routes and headways, and directional signage locations.

c) No Impact.

The project site is not located within two miles of a public airport or public-use airport nor is it located within an airport land use plan. The closest public-use airport is the Santa Monica Municipal Airport, located more than four miles west-northwest of the project site. No activity associated with the project will result in an increase in air traffic levels or require a change in air traffic patterns.

d) Less Than Significant Impact.

The proposed project does not have any sharp curves, dangerous intersections, or other design features or incompatible uses that would create hazards to transportation. Ingress from and egress to Stoneview Drive would be in roughly the same location as the driveway that was used when the site was a school. The existing driveway would be realigned slightly to the east so it is in line with northbound/southbound Stoneview Drive. The same types of motor vehicles that passed through the neighborhood to and from the school (primarily automobiles and school buses and occasional light-duty trucks) will visit the facility in its new use.