

## **Appendix 6B**

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*Traffic Memorandum for Section 8*





## MEMORANDUM

Date: November 2, 2016

To: Susanne Huerta, Rincon Consultants

From: Sarah Brandenburg, Fehr & Peers

**Subject: Site Access at 9908 South Santa Monica Boulevard**

*Ref: 2812*

The proposed development of 9908 South Santa Monica Boulevard would be provided by two driveways (one inbound and one outbound) on South Santa Monica Boulevard. The driveways would permit both left and right turning movements into and out of the project site. This memorandum discusses transportation impacts if access to the project site is restricted to only allow outbound right-turning vehicles (no outbound left-turns) during peak hours or throughout the day.

### **SITE ACCESS & ON-SITE CIRCULATION**

The Project would add 27 multi-family units to the currently undeveloped site. The project would generate 180 daily trips as well as 15 trips in the AM peak hour and 18 trips in the PM peak hour.

The turning movements at the project driveways are summarized below based on the expected trip generation and trip distribution if full access is permitted:

- Inbound Driveway: Vehicles would enter the project site from South Santa Monica Boulevard by making a northbound right-turn (2 vehicles in the AM peak hour and 6 vehicles in the PM peak hour) or a southbound left-turn (2 vehicles in the AM peak hour and 5 vehicles in the PM peak hour).
- Outbound Driveway (Full Access): Vehicles would exit the project site onto South Santa Monica Boulevard by making a right-turn (5 vehicles in the AM peak hour and 3 vehicles in the PM peak hour) or a left-turn (6 vehicles in the AM peak hour and 4 vehicles in the PM peak hour).

If outbound access is restricted during peak hours, the following turning movements would occur for vehicles exiting the project:

- Outbound Driveway (Right-Turn Only Access): Vehicles would exit the project site onto South Santa Monica Boulevard by making a right-turn (11 vehicles in the AM peak hour and 7 vehicles in the PM peak hour); a portion of these vehicles (6 vehicles in the AM peak hour and 4 vehicles in the PM peak hour) would then circulate around the block to Durant Drive to utilize the traffic signal at the South Santa Monica Boulevard & Moreno Drive intersection to travel southbound on Santa Monica Boulevard.

## **TRAFFIC IMPACT EVALUATION**

The following intersections and street segments were studied as part of the EIR.

### Signalized Intersections Analyzed for Level of Service Impacts:

1. South Santa Monica Boulevard & Charleville Boulevard
2. South Santa Monica Boulevard & Moreno Drive

### Street Segments Analyzed for Neighborhood Street Segment Impact

1. Charleville Boulevard between South Santa Monica Boulevard and Durant Drive
2. Durant Drive between Moreno Drive and Charleville Boulevard

As analyzed in the EIR, the proposed project would not significantly impact traffic operations at the study intersections under existing or future plus project conditions with full access at the project driveways. The changes in V/C ratios at the two study intersections are less than 0.005 which is much lower than the City's significance threshold of a V/C change of 0.02 or greater. Due to the low trip generation of the proposed project, the changes in V/C ratios with the potential access restrictions for outbound vehicles (right-turns only) would continue to be less than the City's significance threshold.

The street segments adjacent to the project site were also studied in the EIR. As discussed in transportation analysis, the street segments would experience less than 1% increase in traffic volumes would the additional traffic generated by the proposed project which is much lower than the City's significance thresholds for residential streets (8% increase for Charleville Boulevard and 12% increase for Durant Drive). Due to the low trip generation of the proposed project, the additional vehicles that would utilize Durant Drive if access was restricted to right-turns only would continue to be less than the City's significance threshold.

## **CONCLUSION**

Due to the low trip generation of the proposed land uses, the proposed project would not significantly impact traffic operations at the study intersections or street segments under existing or future plus project conditions with full or partial access at the project site.