

## **Existing Conditions - Parking both sides of streets**

The excerpt below from page 8 of the TIA states: On-street parking is provided on both sides of the road along 132nd Street / 133<sup>rd</sup> Street/ 134th Street/ 135th Street within the study area to provide parking for the residents.

This is incorrect for each and every one of those streets and once again raises concerns as to the detailed accuracy of the report.

### Existing Conditions

The roadway system in the study area is comprised of a network of arterials, collector streets, and local streets. A brief description of each roadway within the study area is provided below. Existing Street System

The key roadways in the vicinity of the Project Site and study area are:

Inglewood Avenue – Inglewood Avenue is classified as a Major Arterial in the City of Hawthorne. Oriented in the north-south direction, it is located along the west side of the Project Site. It has four travel lanes in the study area, two lanes in each direction. On-street parking is provided on both sides of the road along Inglewood Avenue within the study area.

W 132nd Street – West 132nd Street is classified as a Local Street in the City of Hawthorne. Oriented in the east-west direction, it is located along the northside of the Project Site. It has 2 travel lanes in the study area, one lane in each direction. On-street parking is provided on both sides of the road along 132nd Street within the study area to provide parking for the residents.

W 133rd Street – West 133rd Street is classified as a Local Street in the City of Hawthorne. Oriented in the east-west direction, it is located along the northside of the Project Site. It has 2 travel lanes in the study area, one lane in each direction. On-street parking is provided on both side of the road along 133rd Street within the study area to provide parking for the residents.

W 134th Street – West 134th Street is classified as a Local Street in the City of Hawthorne. Oriented in the east-west direction, it is located along the southside of the Project Site. It has 2 travel lanes in the study area, one lane in each direction. On-street parking is provided on both side of the road along 134th Street within the study area to provide parking for the residents.

W 135th Street – West 135th Street is classified as a Collector Street in the City of Hawthorne. Oriented in the east-west direction, it is located along the southside of the Project Site. It has 2 travel lanes in the study area, one lane in each direction. On-street parking is provided on both side of the road along 135th Street within the study area to provide parking for the residents.

## **VI. Left Turn Pocket Analysis**

*Average Daily Traffic (ADT) counts with lane utilization information were collected along Inglewood Avenue. Based on the counts (shown in Appendix B), vehicles utilize the #1 and #2 lanes along Inglewood Avenue evenly, with the southbound direction being the higher volume direction. Additionally, the Project traffic used in the operational analysis (Figure 8) shows that the volume of vehicles making a southbound left into the proposed site are under 10 vehicles per hour for both the AM and PM time periods.*

*The additional traffic generated by the Project could be accommodated without the addition of a left turn pocket, since the low volume of vehicles turning into the site would be able to queue in the travel lane without significantly increasing delay for through vehicle traffic. Adequate access to the site would still be provided via the driveways on 133rd Street and 134th Street.*

It is therefore clear that the (TIA) done for this project has incorrect data and material defects. With such simple and obvious conditions having been incorrectly reported in the TIA we cannot rely on assessments made for other critical aspects of the TIA. Especially, the need for a left turn pocket lane on southbound Inglewood Ave and addressing the already unsafe right turn and left turn exits from 134<sup>th</sup> St and 133<sup>rd</sup> St.

At the planning commission meeting it was stated that a Traffic Impact Assessment (TIA) was not required by the city but one was conducted by McDonalds for this project. It is inconceivable that these safety issues can be over looked in approving the drive-thru conditional use permit.