CHAPTER 5 TRAFFIC CONDITIONS ANALYSIS

Existing Peak Hour Traffic Volumes

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by the Traffic Solution and Field Data Services, independent traffic data collection companies. The AM and PM peak period counts were conducted manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Traffic counts were conducted by counting the number of vehicles at each of the 24 study intersections making each allowed move. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements combined. Counts conducted prior to 2008 were increased by 2% per year.

The existing (2008) peak hour traffic volume at each study intersection is illustrated in Figure 8 for the morning rush hour and Figure 9 for the afternoon rush hour. Data collection worksheets for the peak hour counts are contained in Appendix D.

Analysis of Existing Traffic Conditions

The traffic conditions analysis was then conducted using the Critical Movement Analysis (CMA) method. All study intersections were evaluated using this methodology pursuant to the criteria established by LADOT. The existing peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine the intersection's current operating conditions.

The CMA procedure uses a ratio of the intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) divided by the capacity (C) value represents the intersection V/C ratio. Intersection capacity represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. The capacity volume range for signalized intersection in planning applications is defined below.

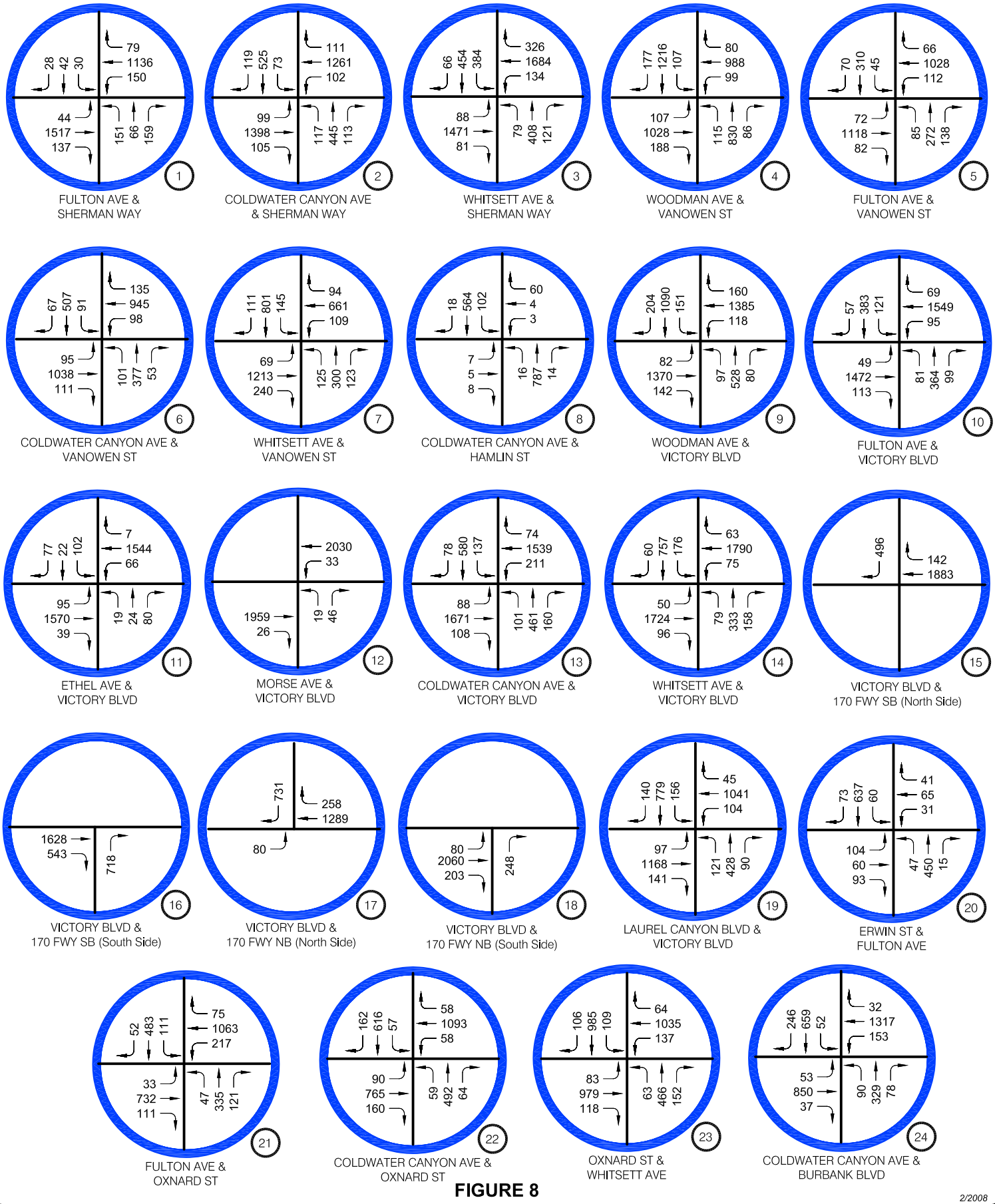

FIGURE 8

2/2008

EXISTING (2008) TRAFFIC VOLUME
AM PEAK HOUR

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(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

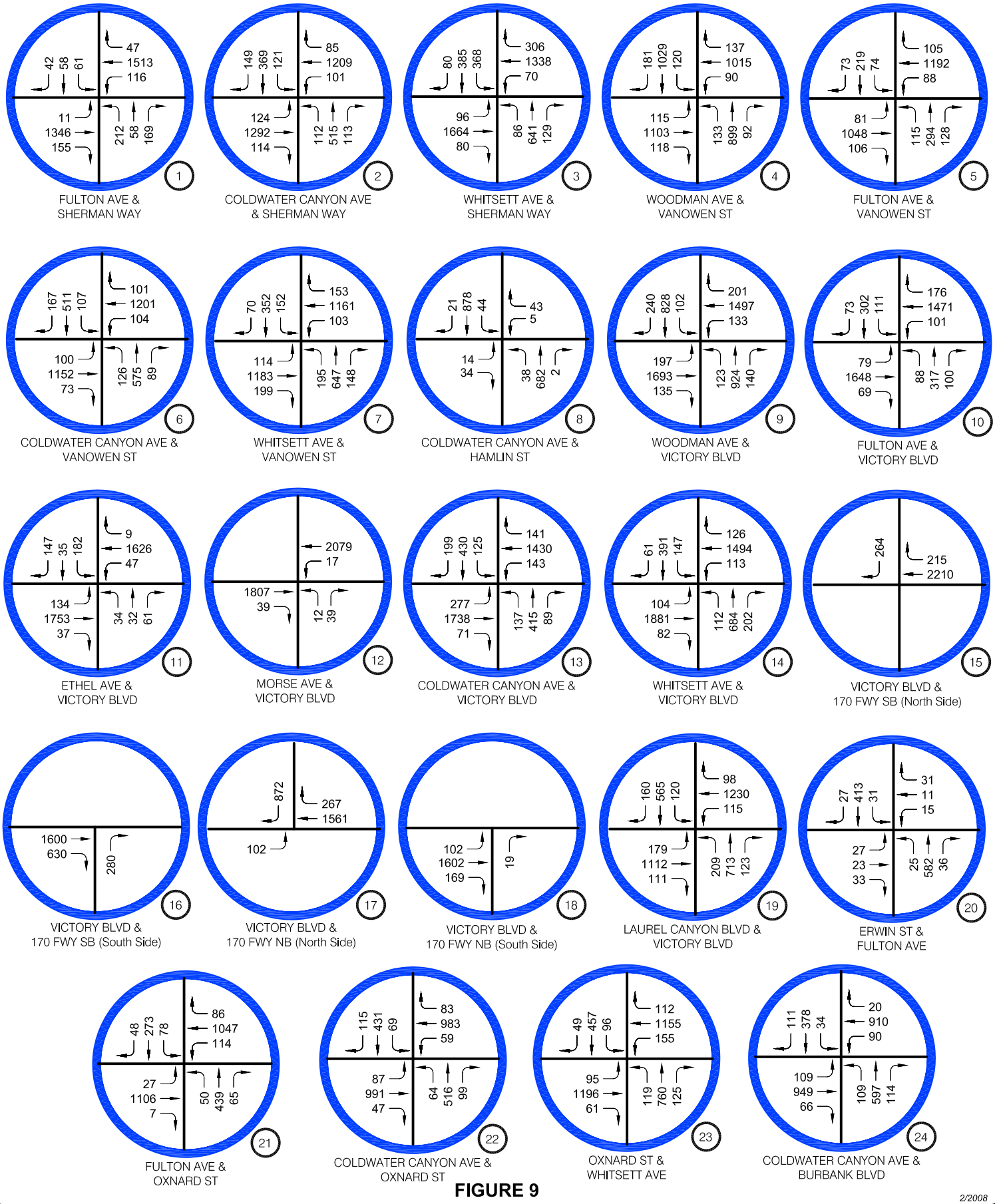

FIGURE 9

2/2008

EXISTING (2008) TRAFFIC VOLUME
PM PEAK HOUR

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Level of Service	Max Critical Volume Two Phase	Three Phase	Four + Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	n/a	n/a	n/a

Typically the Level of Service E critical volume is used based upon the number of signal phases at the study intersection.

The volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming all approaches were operating at full capacity.

CMA ratios provide an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a CMA value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity. Once the volume-to-capacity ratio (i.e., CMA value) has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 7.

By applying the capacity procedures to the intersection data, the CMA values and the corresponding Levels of Service (LOS) for existing traffic conditions were calculated at each intersection. The LOS values are summarized in Table 8. Supporting capacity worksheets are contained in Appendix G of this report.

Table 7
Level of Service Definitions

LOS	V/C Ratio	Operating Conditions
A	0.00 – 0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully 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	>0.60 – 0.70	LOS 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 with platoons of vehicles.
C	>0.70 – 0.80	In LOS 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	>0.80 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays 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	>0.90 – 1.00	LOS 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	>1.00	LOS F represents jammed conditions. Back-ups from location 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.

Table 8
Critical Movement Analysis Summary
Existing Conditions

No.	Intersection	Peak Hour	Existing (2008) v/c	LOS
1	Fulton Av &	AM	0.484	A
	Sherman Way	PM	0.634	B
2	Coldwater Cyn Av &	AM	0.595	A
	Sherman Way	PM	0.570	A
3	Whitsett Ave &	AM	0.766	C
	Sherman Way	PM	0.769	C
4	Woodman Ave &	AM	0.853	D
	Vanowen St	PM	0.798	C
5	Fulton Ave &	AM	0.638	B
	Vanowen St	PM	0.609	B
6	Coldwater Cyn Av &	AM	0.617	B
	Vanowen St	PM	0.710	C
7	Whitsett Av &	AM	0.728	C
	Vanowen St	PM	0.731	C
8	Coldwater Cyn Av &	AM	0.814	D
	Hamlin St	PM	0.777	C
9	Woodman Av &	AM	0.859	D
	Victory Blvd	PM	0.897	D
10	Fulton Ave &	AM	0.639	B
	Victory Blvd	PM	0.635	B
11	Ethel Av &	AM	0.407	A
	Victory Blvd	PM	0.517	A
12	Morse Ave &	AM	0.633	B
	Victory Blvd	PM	0.620	B
13	Coldwater Cyn Av &	AM	0.778	C
	Victory Blvd	PM	0.779	C
14	Whitsett Av &	AM	0.720	C
	Victory Blvd	PM	0.853	D
15	170 FWY SB (N Side) &	AM	0.563	A
	Victory Blvd	PM	0.674	B
16	170 FWY SB (S Side) &	AM	1.202	F
	Victory Blvd	PM	0.852	D

Table 8 (continued)
Critical Movement Analysis Summary
Existing Conditions

No.	Intersection	Peak Hour	Existing (2008) v/c	LOS
17	170 FWY NB (N Side)	AM	0.603	B
	Victory Blvd	PM	0.735	C
18	170 FWY NB (S Side)	AM	0.835	D
	Victory Blvd	PM	0.753	C
19	Laurel Canyon Blvd &	AM	0.715	C
	Victory Blvd	PM	0.768	C
20	Fulton Way &	AM	0.603	B
	Erwin St	PM	0.286	A
21	Fulton Way &	AM	0.679	B
	Oxnard St	PM	0.563	A
22	Coldwater Canyon Ave &	AM	0.643	B
	Oxnard St	PM	0.564	A
23	Whitsett Ave &	AM	0.763	C
	Oxnard St	PM	0.782	C
24	Coldwater Canyon Ave &	AM	0.736	C
	Burbank Blvd	PM	0.535	A

Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the LADOT traffic impact guidelines, the following scenarios have been analyzed:

(a) Existing traffic + ambient growth + related projects(without project scenario); (added 2 percent per year ambient growth to 2013 study year);
(b) Traffic in (a) + the proposed project traffic (with project scenario);
(c) Traffic in (b) + the proposed traffic & mitigation, if necessary.

Comparing the changes in the traffic conditions between the scenarios provides the necessary information to determine if the added traffic volume creates a significant impact on the study intersections. According to the standards adopted by the Los Angeles City, a traffic impact is considered significant if the project related increase in the CMA value equals or exceeds the thresholds shown below:

LOS	Final CMA Value	Increase in CMA Value
C	0.71 - 0.80	+ 0.04
D	0.81 - 0.90	+ 0.02
E, F	> 0.90	+ 0.01 or more

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development projects were researched and project lists were obtained from LADOT. These lists were reviewed and 90 related projects were identified that could produce additional traffic at the study intersections. It should be noted that this project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed related projects. The locations of the approved projects are shown in Figure 10, with their descriptions in Table 9.

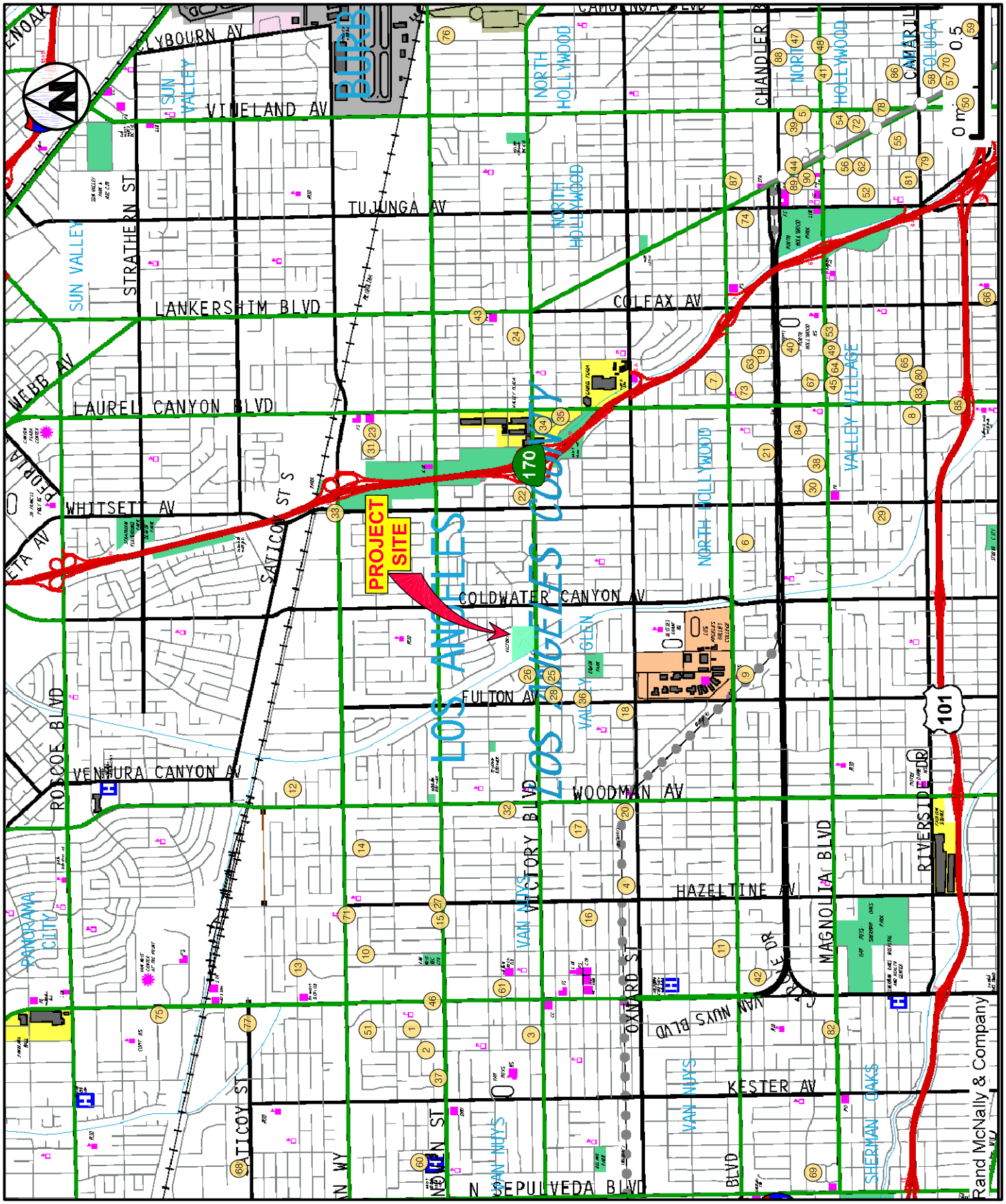

FIGURE 10

4/08

RELATED PROJECT LOCATIONS

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

Table 9
Related Projects Descriptions

No.	Location	Project
1	6906 N Vesper Ave	24 Condos
2	14803 W Vanowen St	16 Condos
3	14612 W Gilmore St	16 Condos
4	5632 N Hazeltine Ave	26 Condos
5	NoHo Artwalk	915 Condos 32,500 retail
6	12626 W Burbank Blvd	24 Condo Conv
7	11941 W Burbank Blvd	19 Condos
8	5229 N Laurel Canyon Blvd	40 Student addition
9	13130 W Burbank Blvd	12 Apts destroyed; 10 Classrooms
10	7137N Tyrone Ave	225 Charter School 6-8 Grade
11	14343 W Burbank Blvd	15 Condos
12	7346 N Woodman Ave	61 Condos
13	14322 W Valerio St	44 Condos
14	13850 Sherman Way	18 Condos
15	14117 W Vanowen ST	118 Condos
16	14121 W Erwin St	4 Condos
17	6244 N Matilija Ave	3 Single Family Dwellings
18	6047 N Fulton Ave	50 Students
19	5401 N MORELLA Ave	10 Condos
20	13719 W Oxnard St	37 Condos
21	5430 N Bellingham Ave	21 Condos
22	12425 W Victory Blvd	54 Condos
23	12132 W Hart St	18 Condos
24	11828 W HAMLIN St	5 Condos
25	13148 Victory Blvd	9 Condos
26	Victory Blvd Mix Use 13115 W Victory Blvd	90,000 sf office 20,000 sf retail 10,000 restaurant 110 Apartments
27	6853 N Hazeltine Ave	18 Condos
28	13224 W Victory Blvd	6 Condos
29	4915 N Whitsett	20 Apartments
30	5254 N Wilkinson	6 Apartment
31	12200 W Hart St	3 Single Family Dwellings
32	6909 N Woodman	10 Condos
33	7214 Whitsett Av	upgrade gas station
34	Valley Plaza Shop Center	775,000 sf Retail
35	Laurel Plaza	742 Condos
36	6250 N Fulton Ave	20 Condos
37	14803 W Vanowen St	16 Condos

Table 9 continued
Related Projects Descriptions

No.	Location	Project
38	5258 N Corteen Pl	10 Condos
39	11025 W Weddington St	940 Condos
40	11860 W Chandler Blvd	31 Condos
41	10812 W Magnolia Blvd	31 Condos
42	14412 W Killion St	45 Condos
43	11709 W Kittridge St	140 Condos
		16,000 sf Retail
44	11135 W Weddington St	292 Condos
45	12014 W Magnolia Blvd	12 Condos
46	6818 N Van Nuys Blvd	96 Condos
47	5325 N Cartwright Ave	15 Condos
48	5226 N Cartwright Ave	15 Condos
49	11936 W Magnolia Blvd	44 Condos
50	10850 W Riverside Dr	56 Condos
		11,325 sf Retail
51	14604 W Gault St	16 Condos
52	5053 N Bakman Ave	31 Condos
53	11945 W Magnolia Blvd	36 Apartments
		97 Condos
54	11016 W Hartsook St	60 Condos
55	11146 W Huston Ave	14 Condos
56	5051 N Fair Ave	24 Condos
57	10826 W Kling St	12 Condos
58	10800 W Blix St	9 Condos
59	10601 W Riverside Dr	13,327 sf Retail
		82 Condos
60	6940 N Sepulveda Blvd	98 Apartments
61	14422 W Haynes St	25 Apartments
62	5031 N Fair Ave	308 Apartments
63	11947 W Albers St	121 Condos
64	11935 W Magnolia Blvd	78 Condos
65	11925 W Kling St	36 Condos
66	4545 N Colfax Ave	12 Condos
67	5253 N Ben Ave	17 Condos
68	15159 W Saticoy St	164 Condos
69	5300 Sepulveda Blvd	26 Condos
70	10740 W Kling St	13 Condos
71	13850 Sherman Way	18 Condos

Table 9 continued
Related Projects Descriptions

No.	Location	Project
72	11003 W Otsego St	48 Condos
73	12005 W Albers St	123 Condos
74	11433 W Albers St	38 Condos
75	7847 N Sepulveda Blvd	50 Condos
76	6736 N Clybourn Ave	104 Condos
77	14649 W Saticoy St	30 Student Day Care
78	4904 N Vineland	58 Condos
79	11212 Camarillo St	28 Condos
80	11957 W Riverside Dr	18 Condos
81	11274 W La Maida St	12 Condos
82	14637 W Magnolia Blvd	18 Condos
83	11935 W Riverside Dr	18 Condos
84	5305 N Bellingham Ave	12 Condos
85	5056 N Laurel Canyon Blvd	12 Condos
86	10858 W Peach Grove St	10 Condos
87	11342 W Burbank Blvd	64 Room Hotel
88	5357 N Denny Ave	24 Condos
89	NoHo Art Wave	1,000,000 sf office
		157,000 Retail
		200 apartments
90	NoHo Commons	1,100 seats Theater
		100,000 office
		150 apartments

To evaluate future traffic conditions with the related projects, estimates of the peak hour trips generated by the projects have been calculated by applying ITE traffic generating rates. The potential traffic increases from the growth and related projects are shown in Appendix E with figures 11 and 12 illustrating the future without project traffic volume in the study area for the morning and afternoon, respectively.

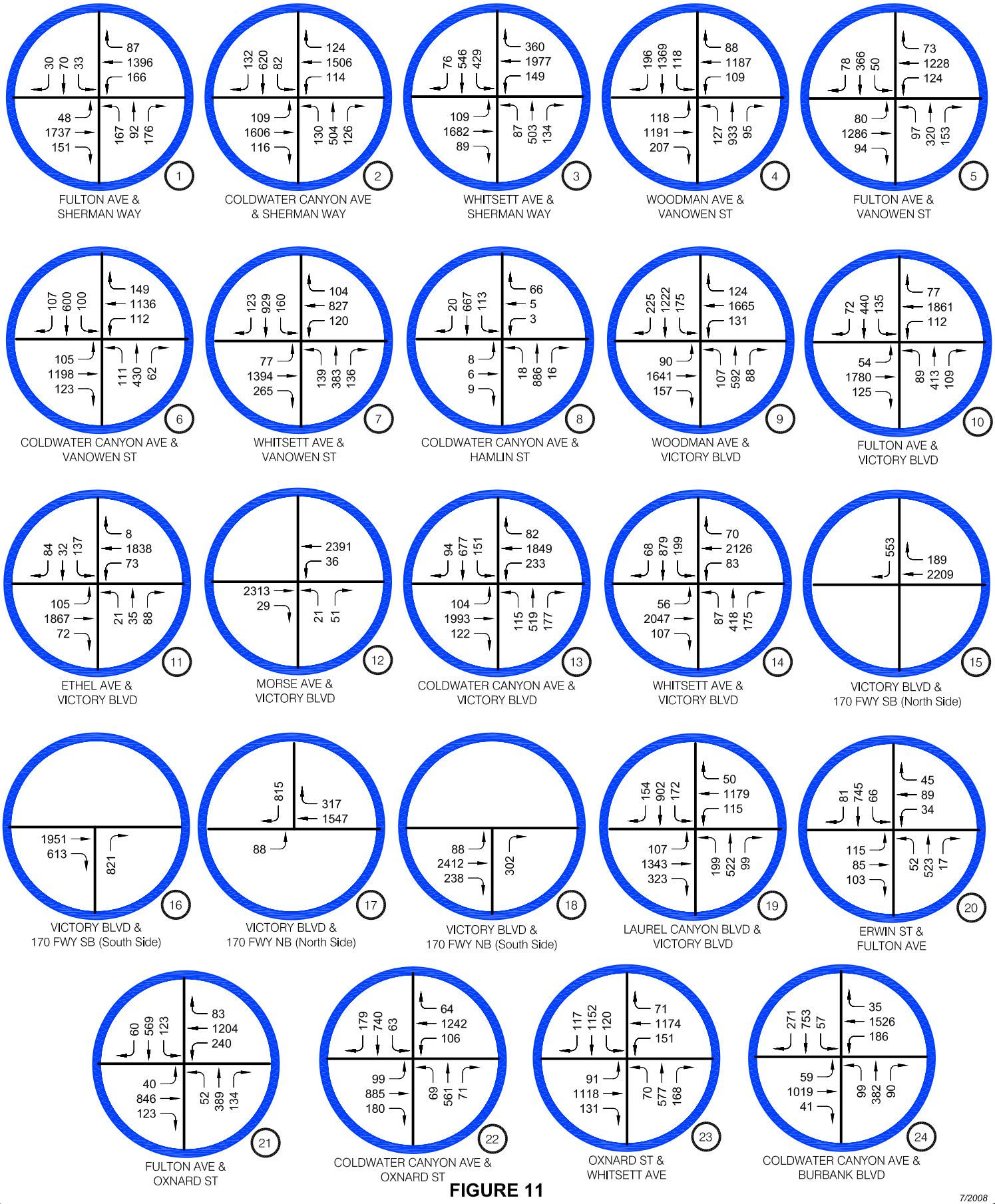

FIGURE 11

7/2008

FUTURE (2013) TRAFFIC VOLUMES WITHOUT PROJECT AM PEAK HOUR

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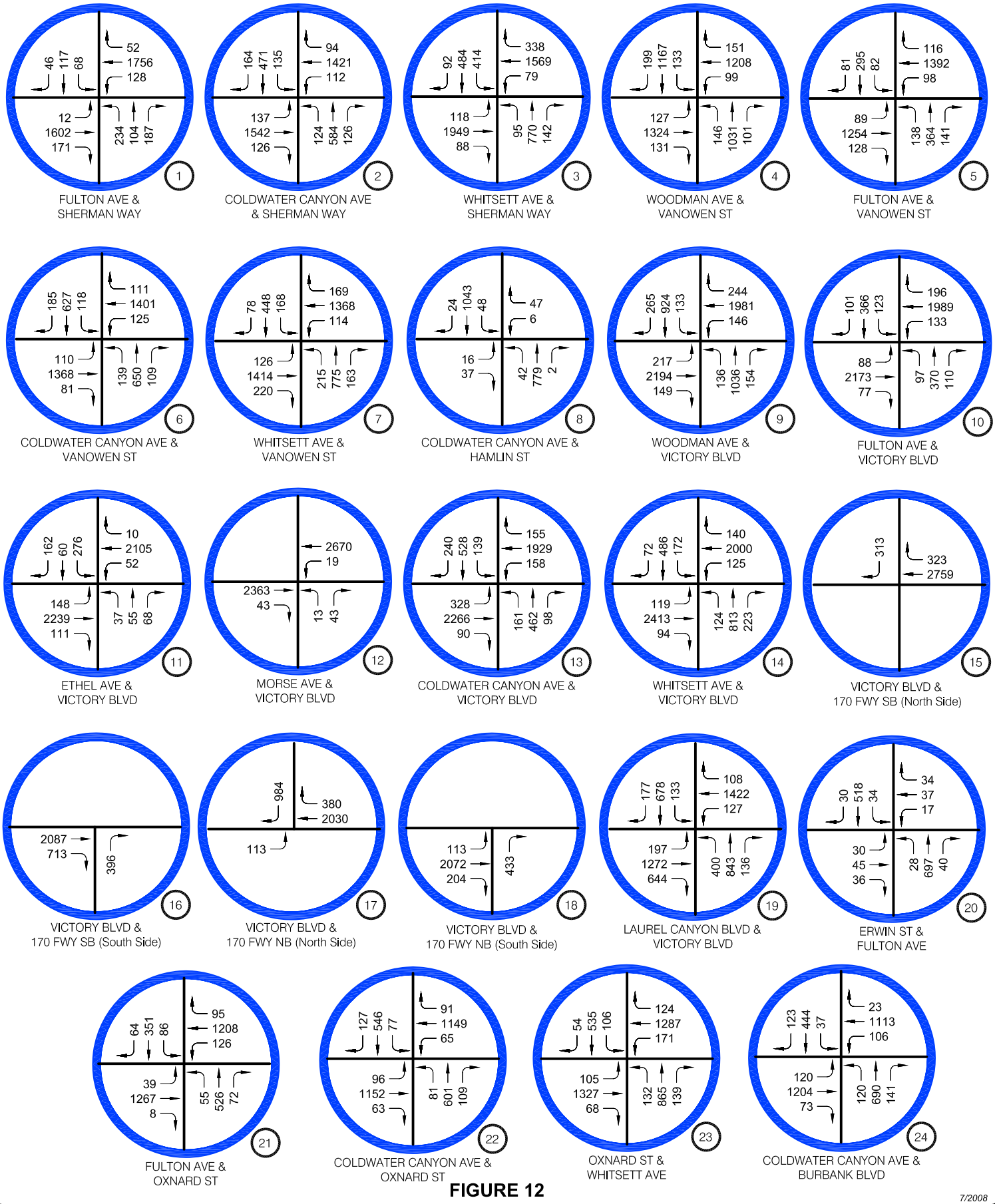

FIGURE 12

7/2008

FUTURE (2013) TRAFFIC VOLUMES WITHOUT PROJECT PM PEAK HOUR

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

The traffic impacts created by the ambient traffic growth and related project are shown below in Table 10.

Table 10
Future Traffic Conditions Without Project

No.	Intersection	Peak Hour	Existing (2008) v/c	LOS	Future W/O Project v/c	LOS		Growth
1	Fulton Av &	AM	0.484	A	0.574	A	+	0.090
	Sherman Way	PM	0.634	B	0.785	C	+	0.151
2	Coldwater Cyn Av &	AM	0.595	A	0.695	B	+	0.100
	Sherman Way	PM	0.570	A	0.672	B	+	0.102
3	Whitsett Ave &	AM	0.766	C	0.913	E	+	0.147
	Sherman Way	PM	0.769	C	0.911	E	+	0.142
4	Woodman Ave &	AM	0.853	D	0.980	E	+	0.127
	Vanowen St	PM	0.798	C	0.938	E	+	0.140
5	Fulton Ave &	AM	0.638	B	0.752	C	+	0.114
	Vanowen St	PM	0.609	B	0.751	C	+	0.142
6	Coldwater Cyn Av &	AM	0.617	B	0.725	C	+	0.108
	Vanowen St	PM	0.710	C	0.841	D	+	0.131
7	Whitsett Av &	AM	0.728	C	0.847	D	+	0.119
	Vanowen St	PM	0.731	C	0.866	D	+	0.135
8	Coldwater Cyn Av &	AM	0.814	D	0.909	E	+	0.095
	Hamlin St	PM	0.777	C	0.917	E	+	0.140
9	Woodman Av &	AM	0.859	D	0.995	E	+	0.136
	Victory Blvd	PM	0.897	D	1.086	F	+	0.189
10	Fulton Ave &	AM	0.639	B	0.763	C	+	0.124
	Victory Blvd	PM	0.635	B	0.818	D	+	0.183
11	Ethel Av &	AM	0.407	A	0.505	A	+	0.098
	Victory Blvd	PM	0.517	A	0.680	B	+	0.163
12	Morse Ave &	AM	0.633	B	0.741	C	+	0.108
	Victory Blvd	PM	0.620	B	0.789	C	+	0.169
13	Coldwater Cyn Av &	AM	0.778	C	0.910	E	+	0.132
	Victory Blvd	PM	0.779	C	1.000	E	+	0.221
14	Whitsett Av &	AM	0.720	C	0.856	D	+	0.136
	Victory Blvd	PM	0.853	D	1.058	F	+	0.205
15	170 FWY SB (N Side)	AM	0.563	A	0.666	B	+	0.103
	Victory Blvd	PM	0.674	B	0.856	D	+	0.182
16	170 FWY SB (S Side)	AM	1.202	F	1.396	F	+	0.194
	Victory Blvd	PM	0.852	D	1.108	F	+	0.256

Table 10 (continued)
Future Traffic Conditions Without Project

No.	Intersection	Peak Hour	Existing (2008) v/c	Existing (2008) LOS	Future W/O Project v/c	Future W/O Project LOS		Growth
17	170 FWY NB (N Side)	AM	0.603	B	0.718	C	+	0.115
	Victory Blvd	PM	0.735	C	0.940	E	+	0.205
18	170 FWY NB (S Side)	AM	0.835	D	0.988	E	+	0.153
	Victory Blvd	PM	0.753	C	0.993	E	+	0.240
19	Laurel Canyon Blvd &	AM	0.715	C	0.917	E	+	0.202
	Victory Blvd	PM	0.768	C	1.062	F	+	0.294
20	Fulton Way &	AM	0.603	B	0.717	C	+	0.114
	Erwin St	PM	0.286	A	0.381	A	+	0.095
21	Fulton Way &	AM	0.679	B	0.796	C	+	0.117
	Oxnard St	PM	0.563	A	0.680	B	+	0.117
22	Coldwater Canyon Ave &	AM	0.643	B	0.754	C	+	0.111
	Oxnard St	PM	0.564	A	0.665	B	+	0.101
23	Whitsett Ave &	AM	0.763	C	0.886	D	+	0.123
	Oxnard St	PM	0.782	C	0.884	D	+	0.102
24	Coldwater Canyon Ave &	AM	0.736	C	0.855	D	+	0.119
	Burbank Blvd	PM	0.535	A	0.674	B	+	0.139

The project trips were then added to the without project conditions. This was done in two scenarios. The first step evaluated potential traffic impacts with The Plaza @ The Glen project only. The results of this analysis are displayed in Table 11. Twenty-two significant Impacts are identified. These impacts occur at Fulton Avenue & Sherman Way during the PM Peak Hour, Coldwater Canyon Avenue & Sherman Way during the PM Peak Hour, Sherman Way & Whitsett Avenue during the AM & PM Peak Hour, Vanowen Street & Woodman Avenue during the AM & PM Peak Hour, Fulton Avenue & Vanowen Street during the AM & PM Peak Hour, Coldwater Canyon Avenue & Vanowen Street during the AM & PM Peak Hour, Vanowen Street & Whitsett Avenue during the PM Peak Hour, Coldwater Canyon Avenue & Hamlin Street during the AM & PM Peak Hour, Victory Boulevard & Woodman Avenue during the AM & PM Peak Hour, Fulton Avenue & Victory Boulevard during the AM & PM Peak Hour, Ethel Avenue & Victory Boulevard during the AM & PM Peak Hour, Morse Avenue & Victory Boulevard during the AM & PM Peak Hour, Coldwater Canyon Avenue & Victory Boulevard during the AM & PM Peak Hour, Victory Boulevard &

Whitsett Avenue during the AM & PM Peak Hour, Victory Boulevard & Hollywood Freeway Southbound Ramp (North Side) during the PM Peak Hour, Victory Boulevard & Hollywood Freeway Southbound Ramp (South Side) during the AM & PM Peak Hour, Victory Boulevard & Hollywood Freeway Northbound Ramp (North Side) during the PM Peak Hour, Victory Boulevard & Hollywood Freeway Northbound Ramp (South Side) during the PM Peak Hour, Laurel Canyon & Victory Boulevard during the AM & PM Peak Hour, Fulton Avenue & Oxnard Street during the PM Peak Hour, Coldwater Canyon Avenue & Oxnard Street during the AM & PM Peak Hour, and Oxnard Street & Whitsett Avenue during the PM Peak Hour.

The future traffic with The Plaza @ The Glen project is shown in Figures 13 and14 for the AM and PM peak hours.

Table 11
Future Traffic Conditions
With The Plaza @ The Glen Project Only

			Future W/O Project		Future With Project				
No.	**Intersection**	**Peak Hour**	**v/c**	**LOS**	**v/c**	**LOS**		**Impact**	**Sig?**
1	Fulton Av &	AM	0.574	A	0.580	A	+	0.006	NO
	Sherman Way	PM	0.785	C	0.807	D	+	0.022	**YES**
2	Coldwater Cyn Av &	AM	0.695	B	0.731	C	+	0.036	NO
	Sherman Way	PM	0.672	B	0.718	C	+	0.046	**YES**
3	Whitsett Ave &	AM	0.913	E	0.926	E	+	0.013	**YES**
	Sherman Way	PM	0.911	E	0.953	E	+	0.042	**YES**
4	Woodman Ave &	AM	0.980	E	1.004	F	+	0.024	**YES**
	Vanowen St	PM	0.938	E	0.953	E	+	0.015	**YES**
5	Fulton Ave &	AM	0.752	C	0.793	C	+	0.041	**YES**
	Vanowen St	PM	0.751	C	0.800	C	+	0.049	**YES**
6	Coldwater Cyn Av &	AM	0.725	C	0.793	C	+	0.068	**YES**
	Vanowen St	PM	0.841	D	0.873	D	+	0.032	**YES**
7	Whitsett Av &	AM	0.847	D	0.861	D	+	0.014	NO
	Vanowen St	PM	0.866	D	0.918	E	+	0.052	**YES**
8	Coldwater Cyn Av &	AM	0.909	E	0.985	E	+	0.076	**YES**
	Hamlin St	PM	0.917	E	1.031	F	+	0.114	**YES**

Table 11 (continued)
Future Traffic Conditions
With The Plaza @ The Glen Project Only

No.	Intersection	Peak Hour	Future W/O Project v/c	LOS	Future With Project v/c	LOS		Impact	Sig?
9	Woodman Av &	AM	0.995	E	1.026	F	+	0.031	**YES**
	Victory Blvd	PM	1.086	F	1.144	F	+	0.058	**YES**
10	Fulton Ave &	AM	0.763	C	0.856	D	+	0.093	**YES**
	Victory Blvd	PM	0.818	D	0.916	E	+	0.098	**YES**
11	Ethel Av &	AM	0.505	A	0.708	C	+	0.203	**YES**
	Victory Blvd	PM	0.680	B	1.022	F	+	0.342	**YES**
12	Morse Ave &	AM	0.741	C	0.963	E	+	0.222	**YES**
	Victory Blvd	PM	0.789	C	1.165	F	+	0.376	**YES**
13	Coldwater Cyn Av &	AM	0.910	E	1.053	F	+	0.143	**YES**
	Victory Blvd	PM	1.000	E	1.244	F	+	0.244	**YES**
14	Whitsett Av &	AM	0.856	D	0.936	E	+	0.080	**YES**
	Victory Blvd	PM	1.058	F	1.128	F	+	0.070	**YES**
15	170 FWY SB (N Side)	AM	0.666	B	0.701	C	+	0.035	NO
	Victory Blvd	PM	0.856	D	0.878	D	+	0.022	**YES**
16	170 FWY SB (S Side)	AM	1.396	F	1.412	F	+	0.016	**YES**
	Victory Blvd	PM	1.108	F	1.178	F	+	0.070	**YES**
17	170 FWY NB (N Side)	AM	0.718	C	0.740	C	+	0.022	NO
	Victory Blvd	PM	0.940	E	0.954	E	+	0.014	**YES**
18	170 FWY NB (S Side)	AM	0.988	E	0.998	E	+	0.010	YES
	Victory Blvd	PM	0.993	E	1.038	F	+	0.045	**YES**
19	Laurel Canyon Blvd &	AM	0.917	E	0.930	E	+	0.013	YES
	Victory Blvd	PM	1.062	F	1.079	F	+	0.017	**YES**
20	Fulton Way &	AM	0.717	C	0.732	C	+	0.015	NO
	Erwin St	PM	0.381	A	0.468	A	+	0.087	NO
21	Fulton Way &	AM	0.796	C	0.813	D	+	0.017	NO
	Oxnard St	PM	0.680	B	0.741	C	+	0.061	**YES**
22	Coldwater Canyon Ave &	AM	0.754	C	0.802	D	+	0.048	**YES**
	Oxnard St	PM	0.665	B	0.739	C	+	0.074	**YES**
23	Whitsett Ave &	AM	0.886	D	0.896	D	+	0.010	NO
	Oxnard St	PM	0.884	D	0.918	E	+	0.034	**YES**
24	Coldwater Canyon Ave &	AM	0.855	D	0.862	D	+	0.007	NO
	Burbank Blvd	PM	0.674	B	0.689	B	+	0.015	NO

Sig = Significant

The second step evaluated the potential traffic impacts with the Plaza Future traffic volumes along with all four Add Area projects. The results of this analysis are displayed in Table 12. Twenty-two significant traffic impacts are identified. These impacts occur at the same intersections as the project analysis with the exception some of the peak time periods impacted. The future with The Plaza @ The Glen project and Add Areas is shown in Figures 15 and 16 for the AM and PM peak hours.

Table 12
Future Traffic Conditions
With The Plaza @ The Glen Project and Add Areas

			Future W/O Project		Future With Project + Add				
No.	Intersection	Peak Hour	v/c	LOS	v/c	LOS		Impact	Sig?
1	Fulton Av &	AM	0.574	A	0.576	A	+	0.002	NO
	Sherman Way	PM	0.785	C	0.813	D	+	0.028	**YES**
2	Coldwater Cyn Av &	AM	0.695	B	0.730	C	+	0.035	NO
	Sherman Way	PM	0.672	B	0.729	C	+	0.057	**YES**
3	Whitsett Ave &	AM	0.913	E	0.920	E	+	0.007	NO
	Sherman Way	PM	0.911	E	0.963	E	+	0.052	**YES**
4	Woodman Ave &	AM	0.980	E	1.003	F	+	0.023	**YES**
	Vanowen St	PM	0.938	E	0.956	E	+	0.018	**YES**
5	Fulton Ave &	AM	0.752	C	0.786	C	+	0.034	NO
	Vanowen St	PM	0.751	C	0.812	D	+	0.061	**YES**
6	Coldwater Cyn Av &	AM	0.725	C	0.791	C	+	0.066	**YES**
	Vanowen St	PM	0.841	D	0.882	D	+	0.041	**YES**
7	Whitsett Av &	AM	0.847	D	0.859	D	+	0.012	NO
	Vanowen St	PM	0.866	D	0.931	E	+	0.065	**YES**
8	Coldwater Cyn Av &	AM	0.909	E	0.971	E	+	0.062	**YES**
	Hamlin St	PM	0.917	E	1.047	F	+	0.130	**YES**
9	Woodman Av &	AM	0.995	E	1.025	F	+	0.030	**YES**
	Victory Blvd	PM	1.086	F	1.158	F	+	0.072	**YES**
10	Fulton Ave &	AM	0.763	C	0.846	D	+	0.083	**YES**
	Victory Blvd	PM	0.818	D	0.939	E	+	0.121	**YES**

Table 12 (continued)
Future Traffic Conditions
With The Plaza @ The Glen Project and Add Areas

No.	Intersection	Peak Hour	Future Without Project v/c	LOS	Future With Project + Add Area v/c	LOS		Impact	Sig?
11	Ethel Av &	AM	0.505	A	0.664	B	+	0.159	NO
	Victory Blvd	PM	0.680	B	1.105	F	+	0.425	**YES**
12	Morse Ave &	AM	0.741	C	0.891	D	+	0.150	**YES**
	Victory Blvd	PM	0.789	C	1.257	F	+	0.468	**YES**
13	Coldwater Cyn Av &	AM	0.910	E	1.031	F	+	0.121	**YES**
	Victory Blvd	PM	1.000	E	1.301	F	+	0.301	**YES**
14	Whitsett Av &	AM	0.856	D	0.928	E	+	0.072	**YES**
	Victory Blvd	PM	1.058	F	1.146	F	+	0.088	**YES**
15	170 FWY SB (N Side) &	AM	0.666	B	0.699	B	+	0.033	NO
	Victory Blvd	PM	0.856	D	0.882	D	+	0.026	**YES**
16	170 FWY SB (S Side) &	AM	1.396	F	1.402	F	+	0.006	NO
	Victory Blvd	PM	1.108	F	1.196	F	+	0.088	**YES**
17	170 FWY NB (N Side) &	AM	0.718	C	0.739	C	+	0.021	NO
	Victory Blvd	PM	0.940	E	0.957	E	+	0.017	**YES**
18	170 FWY NB (S Side) &	AM	0.988	E	0.991	E	+	0.003	NO
	Victory Blvd	PM	0.993	E	1.049	F	+	0.056	**YES**
19	Laurel Canyon Blvd &	AM	0.917	E	0.927	E	+	0.010	**YES**
	Victory Blvd	PM	1.062	F	1.084	F	+	0.022	**YES**
20	Fulton Way &	AM	0.717	C	0.721	C	+	0.004	NO
	Erwin St	PM	0.381	A	0.494	A	+	0.113	NO
21	Fulton Way &	AM	0.796	C	0.803	D	+	0.007	NO
	Oxnard St	PM	0.680	B	0.756	C	+	0.076	**YES**
22	Coldwater Canyon Ave &	AM	0.754	C	0.798	C	+	0.044	YES
	Oxnard St	PM	0.665	B	0.757	C	+	0.092	**YES**
23	Whitsett Ave &	AM	0.886	D	0.889	D	+	0.003	NO
	Oxnard St	PM	0.884	D	0.927	E	+	0.043	**YES**
24	Coldwater Canyon Ave &	AM	0.855	D	0.857	D	+	0.002	NO
	Burbank Blvd	PM	0.674	B	0.692	B	+	0.018	NO

Sig = Significant

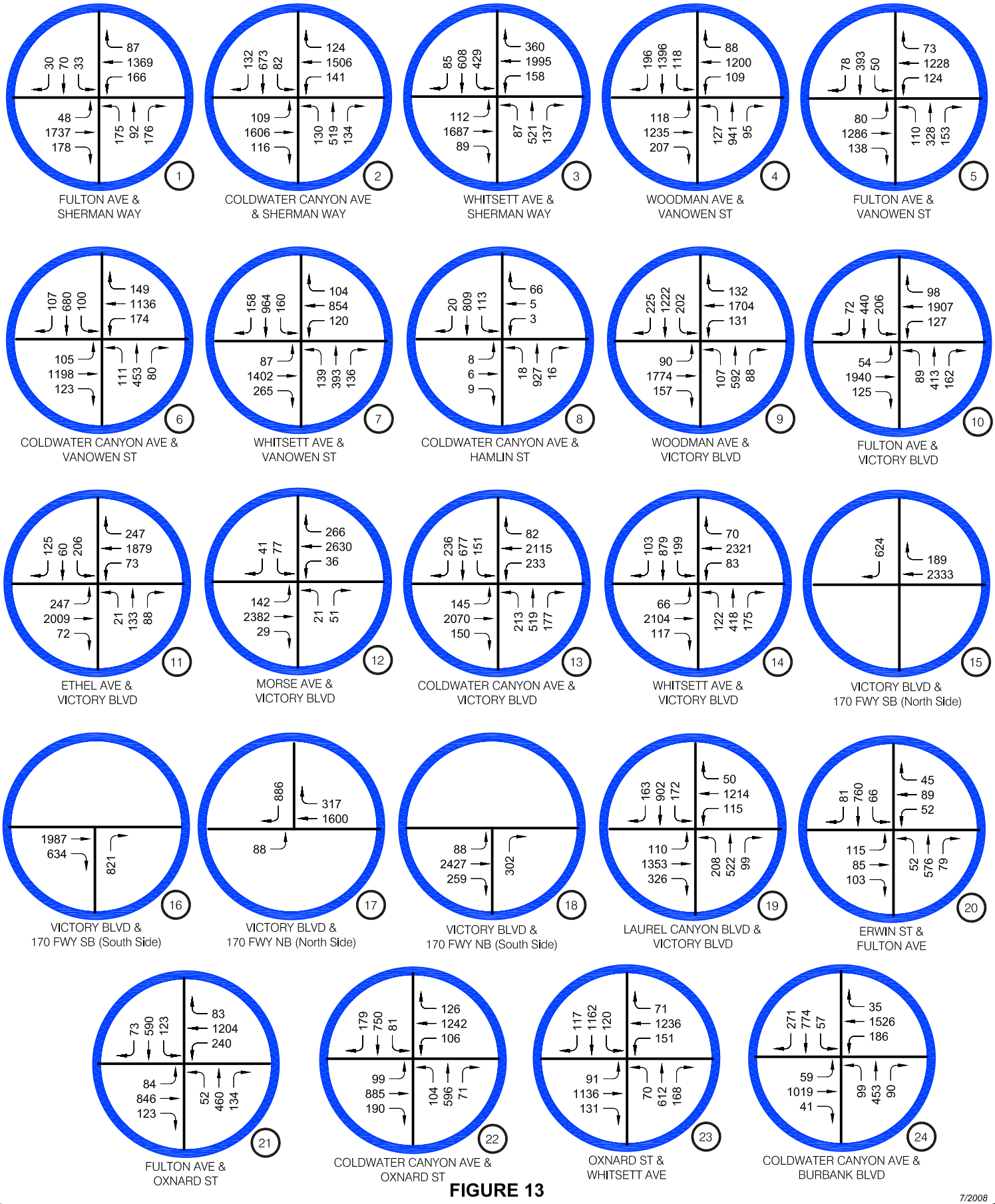

FIGURE 13

7/2008

FUTURE (2013) TRAFFIC VOLUMES WITH PROJECT AM PEAK HOUR

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

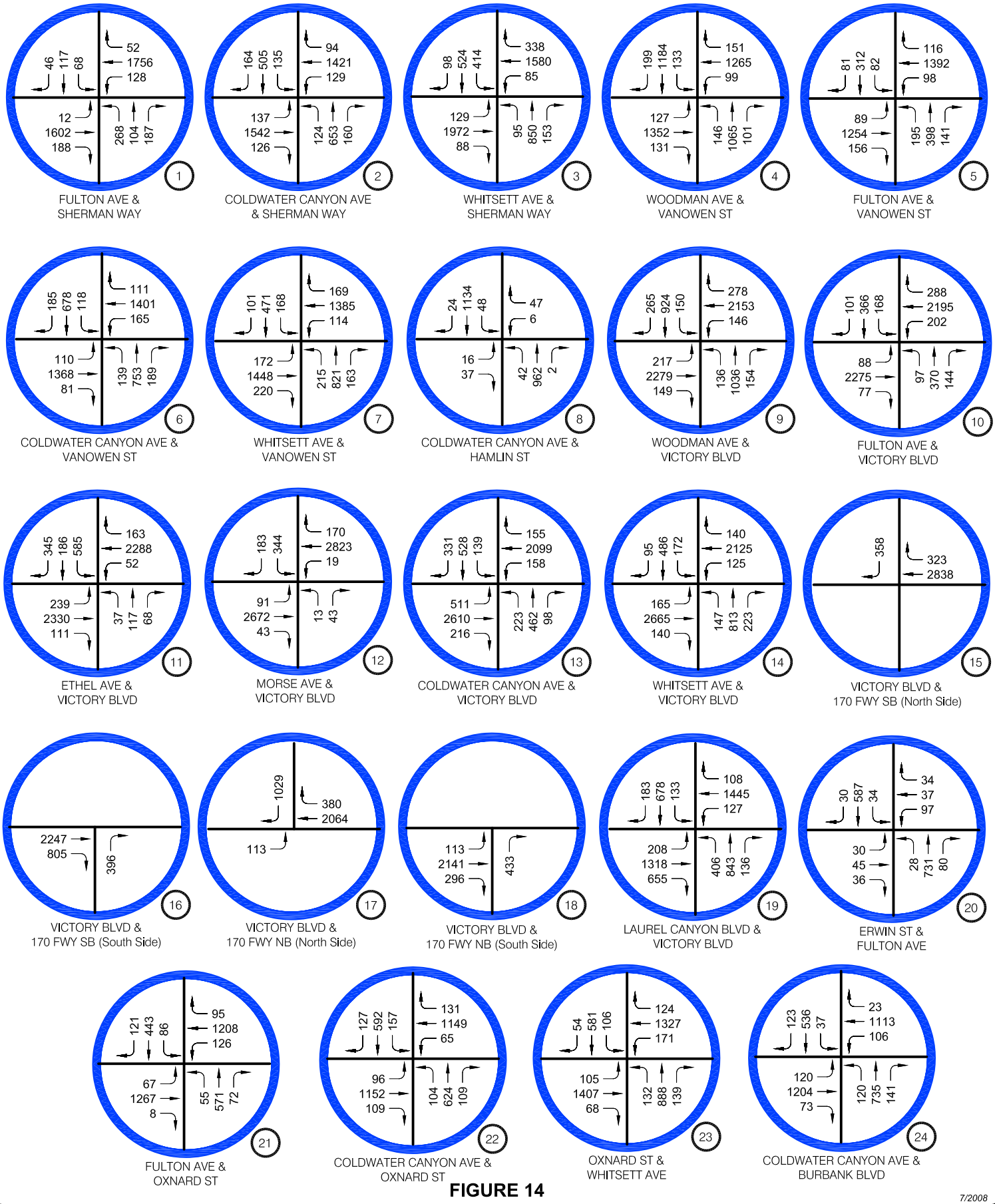

FIGURE 14

7/2008

FUTURE (2013) TRAFFIC VOLUMES WITH PROJECT PM PEAK HOUR

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

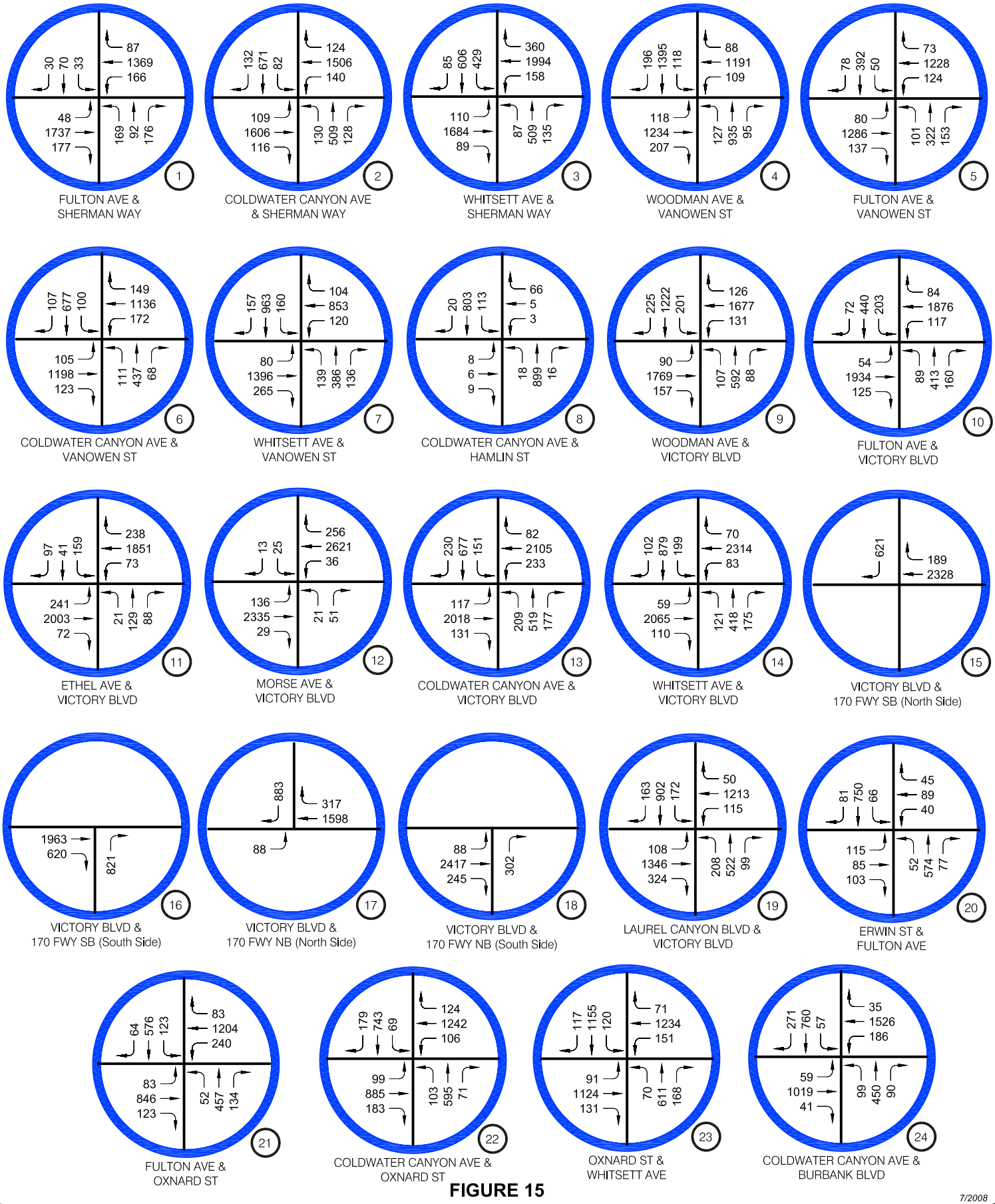

FIGURE 15

7/2008

FUTURE (2013) TRAFFIC VOLUMES WITH PROJECT & ADD AREAS AM PEAK HOUR

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

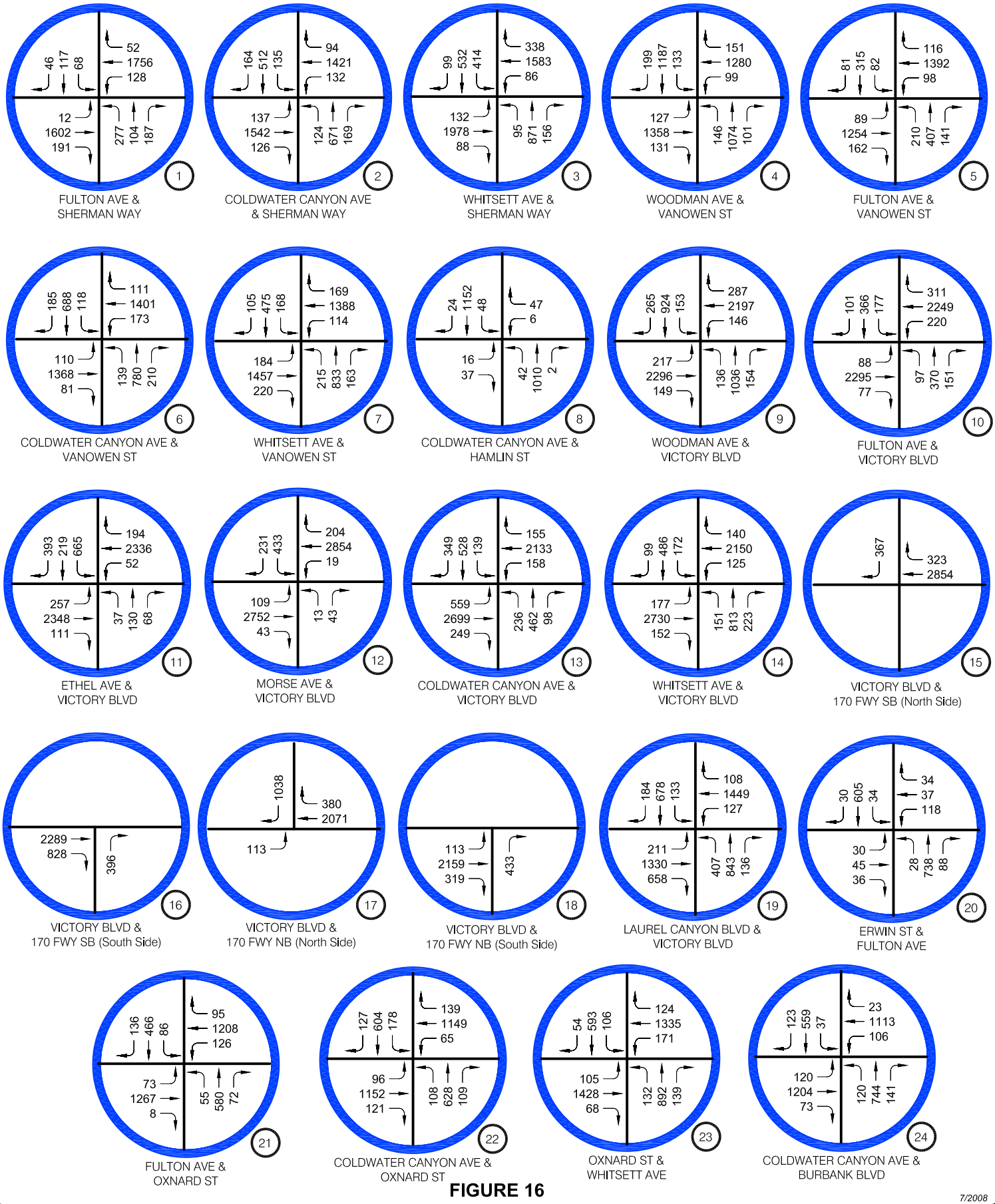

FIGURE 16

7/2008

FUTURE (2013) TRAFFIC VOLUMES WITH PROJECT & ADD AREAS PM PEAK HOUR

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

It should be noted that the impact analysis does not consider any changes to the existing intersection configuration (i.e., future highway dedications or roadway improvements) with the exception of improvements at the project entrance on Ethel Avenue at Victory Boulevard. The effectiveness of the recommended traffic mitigating measures is analyzed in the next chapter of this report.

Impacts on Regional Transportation System

The Congestion Management program (CMP) was enacted to monitor regional traffic growth and related transportation improvements. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. The Countywide approach includes designating a facilities network that includes all state highways and principal arterials with the County and monitoring the network's Level of Service standards. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the County wide plan.

For purposes of the CMP a substantial change in freeway segments are defined as an increase or decrease of 0.10 in the demand to capacity ration and a change in LOS. In general a CMP traffic impact analysis is required if a project will add 150 or more trips, in either direction during either the AM or PM weekday peak hour. An analysis of the freeway conditions along the Hollywood Freeway is provided below.

Freeway Analysis

The freeway closest to the Project site is the Hollywood Freeway (SR-170) east of the Project site. In keeping with California State Department of Transportation evaluation standards, the potential Project impact was evaluated to future Project completion year of 2013 and long term future 2025. The freeway LOS evaluation is similar to street

intersection LOS. However, the definition extends from a failure at LOS to Gridlock at LOS F3. Table 13 described the freeway LOS definitions.

Table 13

Level of Service Definitions - Freeway Segments

LOS	D/C	Congestion or Delay
A	< .34	Free Flow
B	0.35 - 0.52	Free to Stable Flow
C	0.53 - 0.69	Stable Flow
D	0.70 - 0.92	Approaches Unstable Flow
E	0.93 - 1.00	Extremely Unstable Flow
F0	1.01 - 1.25	Forced Flow
F1	1.26 - 1.35	Heavy Congestion
F2	1.36 - 145	Extremely Heavy Congestion
F3	> 1.46	Gridlock

The Project addition to these volumes creates a minimal impact with less than one percent increase during the future peak periods. The estimated future traffic volumes are shown below in Table 14 for both The Plaza @ The Glen and The Plaza @ The Glen with the Add Areas.

Table 14
Freeway Conditions Analysis

Freeway Evaluation with Project Only

Location	Time Period	Freeway Capacity	Existing 2008 Volume	D/C	LOS	Future (2013) Without Project Volume	D/C	LOS	Added Project Traffic	Future (2013) With Project Volume	D/C	LOS	Impact
Hollywood Freeway (SR 170)	Daily		189,500			195,242			1501	196,743			
	Peak Hour	19,600	15,400	0.786	D	15,867	0.810	D	137	16,004	0.817	D	0.7%

Location	Time Period	Freeway Capacity	Future (2025) Without Project Volume	D/C	LOS	Added Project Traffic	Future (2025) With Project Volume	D/C	LOS	Impact
Hollywood Freeway (SR 170)	Daily		221,715			1501	223,216			
	Peak Hour	19,600	18,018	0.919	D	137	18,155	0.926	E	0.7%

Freeway Evaluation with Project and Add Areas

Location	Time Period	Freeway Capacity	Existing 2008 Volume	D/C	LOS	Future (2013) Without Project Volume	D/C	LOS	Added Project Traffic	Future (2013) With Project Volume	D/C	LOS	Impact
Hollywood Freeway (SR 170)	Daily		189,500			195,242			1710	196,952			
	Peak Hour	19,600	15,400	0.786	D	15,867	0.810	D	170	16,037	0.818	D	0.8%

Location	Time Period	Freeway Capacity	Future (2025) Without Project Volume	D/C	LOS	Added Project Traffic	Future (2025) With Project Volume	D/C	LOS	Impact
Hollywood Freeway (SR 170)	Daily		221,715			1710	223,425			
	Peak Hour	19,600	18,018	0.919	D	170	18,188	0.928	E	0.9%

D/C = demand over capacity

Street Segment Analysis

A residential street analysis was conducted for the street segments of Erwin Street east of Fulton Avenue and Ethel Avenue south of Victory Boulevard. These are the areas where employees and patrons of The Plaza @ The Glen project may attempt to avoid major intersections to approach the project creating cut through traffic. Future project conditions along the street segments of Erwin Street and Ethel Avenue were evaluated similar to the intersection analysis with a 2% ambient growth to project completion year 2013 for future without project condition. A comparison of the future without and future with project conditions (with The Plaza @ The Glen project only since the Add Areas would not utilize these residential streets) was then conducted by the percent increase in traffic. LADOT defines a significant traffic impact for a roadway segment as follows:

Future Average Daily Traffic (ADT) Volume	% Increase in Final ADT
0 to 999 VPD	16% or more
1,000 to 2,000 VPD	12% or more
2,000 to 3,000 VPD	10% or more
3,000 or more VPD	8% or more

VPD – Vehicles per Day

Traffic Volumes for existing, future without project, and future with project conditions along Erwin Street and Ethel Avenue were recorded as follows in Table 15. As demonstrated below, the project will exceed the significant impact criteria along both street segments.

Table 15
Street Segment Analysis

Location: ERWIN STREET EAST OF FULTON AVENUE

	Existing 2008	Future Without 2013			Future With Project		% impact
	Volume	Ambient	Total	%	Volume	Total	
Volumes:							
Eastbound	771	77	848	7%	657	1,505	43.65%
Westbound	890	89	979	7%	657	1,636	40.16%
Total	1661		1,827		1314	3,141	41.83%

Location: ETHEL AVENUE SOUTH OF VICTORY BOULEVARD

	Existing 2008	Future Without 2013			Future With Project		% impact
	Volume	Ambient	Total	%	Volume	Total	
Volumes:							
Northbound	1706	171	1,877	11%	1032	2,909	35.48%
Southbound	1797	180	1,977	11%	1032	3,009	34.30%
Total	3503		3,854		2064	5,918	34.88%

DAILY PROJECT 18763

Ethel Avenue currently has speed bumps from Erwin Street southerly to Oxnard Street. This is likely to discourage some from using the residential street south of the project site. However, both Ethel Avenue and Erwin Street do provide access off of the major roadways to/from The Plaza @ The Glen project. The addition of the project creates significant impacts along both roadway segments. The project proposes to install neighborhood protections measures such as speed bumps along Ethel Avenue south of Victory Boulevard to Erwin Street and along Erwin Street from Fulton Avenue to Ethel Avenue. The developer, along with LADOT and the community would work together to develop a neighborhood protection plan which is agreeable and discourages cut through traffic.

Residential streets, such as Hamlin Street, north of the project were considered for evaluation but determined not to be at risk since vehicular access will be from the

project will be from Victory Boulevard and Ethel Street. Currently Hamlin Street west of Coldwater Canyon Avenue carries low volumes during peak hours with less than 100 vehicles per hour. The proposed project will not increase these traffic volumes.

Transit Analysis

The proposed The Plaza @ The Glen project is forecast to generate approximately 18,763 weekday daily trips with 1,144 trips during the AM Peak Hour and 1,712 trips during the PM Peak Hour. As per Congestion Management Program (CMP) 2004 guidelines person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The CMP Transit trip generation calculation is displayed below in Table 16 for with the project alone and for the project with the add areas.

Table 16
Transit Trips

THE PLAZA @ THE GLEN	**DAILY**	**AM PEAK HOUR**	**PM PEAK HOUR**
PROJECT TRIPS (from report)	18,763	1,144	1,712
PERSON TRIPS (trips x 1.4)	26,268	1,602	2,397
TRANSIT TRIPS (person trips x 3.5%)	**919**	**56**	**84**

THE PLAZA @ THE GLEN WITH ADD AREAS	**DAILY**	**AM PEAK HOUR**	**PM PEAK HOUR**
PROJECT TRIPS (from report)	21,383	936	2,122
PERSON TRIPS (trips x 1.4)	29,936	1,310	2,971
TRANSIT TRIPS (person trips x 3.5%)	**1,048**	**46**	**104**

This level of transit increase could affect the current ridership of the transit services in the area. However, the project proposes additional transit enhancements as described in the mitigation section of this report. It is hoped that the enhancements will further increase the transit ridership.

CHAPTER 6 MITIGATION MEASURES

This study has determined that the added traffic volume generated by The Plaza @ The Glen mixed-use project will significantly impact the traffic flow at twenty-two study intersections and two street segments prior to the implementation of traffic mitigation measures.

Three mitigation packages are presented for consideration. The first option incorporates area wide credits for the construction of an on-site multi-modal transit center as part of the development with 5% reduction away from the site and 10% reduction along the Victory Boulevard intersections close to the site, reduction of project trips for the on-site multi-modal transit center based upon Congestion Management Program Credits (CMP) of 20% and physical mitigation at six intersections. A copy of the CMP reference is provided in Appendix F. In summary, the credit calls for a mixed-use project, the project be within a ¼ mile of an existing or planned transit center, have a minimum FAR of 2.0 per gross acre, be 30% residential and the uses be on the same parcel. The proposed project is truly mixed-use, will build an adjoining multi-modal transit center, has a minimum Floor Area Ratio (FAR) of 2.0 but is not 30% residential on its site. However, the adjoining site to the west constructed by this same developer and part of the development plan provides sufficient units to comply with this requirement. This option also incorporates a TDM plan and physical improvements at four intersections.

The second mitigation option incorporates the same area wide credits and TDM measures but reduces the transit credits to a 10% reduction of project trips and physical mitigation at four intersections. The 10% transit credit is based upon previous traffic studies approved by LADOT in the San Fernando Valley area.

The third option does not incorporate any area wide credits, allows for the 10% transit reduction of project trips and proposes physical mitigation at 17 intersections.

Summaries are provided after each Mitigation Option package to demonstrate effectiveness. Following the Project Only and subsequently the Project with Add Areas analysis is a summary comparison of the options.

PROJECT ONLY

The significantly impacted intersections are located at:

Fulton Avenue & Sherman Way – PM Peak Hour
Coldwater Canyon Avenue & Sherman Way – PM Peak Hour
Sherman Way & Whitsett Avenue – AM & PM Peak Hour
Vanowen Street & Woodman Avenue – AM & PM Peak Hour
Fulton Avenue & Vanowen Street – AM & PM Peak Hour
Coldwater Canyon Avenue & Vanowen Street – AM & PM Peak Hour
Vanowen Street & Whitsett Avenue – PM Peak Hour
Coldwater Canyon Avenue & Hamlin Street – AM & PM Peak Hour
Victory Boulevard & Woodman Avenue – AM & PM Peak Hour
Fulton Avenue & Victory Boulevard – AM & PM Peak Hour
Ethel Avenue & Victory Boulevard – AM & PM Peak Hour
Morse Avenue & Victory Boulevard – AM & PM Peak Hour
Coldwater Canyon Avenue & Victory Boulevard – AM & PM Peak Hour
Victory Boulevard & Whitsett Avenue – AM & PM Peak Hour
Victory Blvd & Hollywood Fwy Southbound Ramp (South Side) – AM & PM Peak Hour
Victory Blvd & Hollywood Fwy Northbound Ramp (North Side) – PM Peak Hour
Victory Blvd & Hollywood Freeway Northbound Ramp (South Side) – AM &PM Peak Hour
Victory Blvd & Hollywood Freeway Northbound Ramp (North Side) – AM &PM Peak Hour
Laurel Canyon Boulevard & Victory Boulevard – AM & PM Peak Hour
Fulton Avenue & Oxnard Street – PM Peak Hour
Coldwater Canyon Avenue & Oxnard Street – AM & PM Peak Hour
Oxnard Street & Whitsett Avenue – PM Peak Hour

MITIGATION Option 1

Mitigation Option 1 incorporates an extensive new multi-modal transit center as part of the project with a 20% project transit credit based upon Congestion Management Program Credits (CMP) and 5% capacity increase at the study intersections with an additional 5% at the nearby Victory Boulevard intersections due to encouragement of transit usage in the area due to the new transit center, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at four intersections. The improvements necessary to reduce these significant impacts to a level of insignificance are listed below:

New Multi-Modal Transit Center - As a project feature, The Plaza @ The Glen will create a multi-modal transit center along the northeast corner of Ethel Avenue and Victory Boulevard. The Transit Center will provide an opportunity for existing and future transit lines to provide layovers and transfers with amenities for the riders in a comfortable amenity rich environment. The Transfer Center is proposed partially over a newly constructed bridge over the Tujunga Wash incorporating a park-like environment. The Transit Center will provide service linkage to the Orange Line south of the project, pedestrian inviting environment, bicycle amenities and linkage to the new Tujunga River Project. Although this is proposed as a project feature, traffic credits for the Transit Center were not incorporated into the traffic analysis until the mitigation section of the report at the request of LADOT.

Transportation Demand Management (TDM) - The office and medical office components of this project would be required provide a TDM plan as part of Ordinance No. 168,700. However, this project proposes to augment the required TDM plan with measures including vehicle trip incentives and services for employees, residents and visitors, on-site facilities including bicycle storage and enhanced pedestrian connections. In addition, the TDM plan will be expanded to the commercial and residential components of the project. A Transportation Management Office (TMO) is proposed as part of the TDM plan. The TDM plan will be submitted to the City of Los Angeles as a separate document for review and approval.

Implementation of these improvement measures (TDM & New Transit Center) has been estimated to reduce the project trip generation by 20% for the transit center and 5% for the TDM plan at the study intersections based upon Congestion Management Program (CMP) estimates.

The On-Site Transit Center will reduce not only project related traffic by overall traffic traveling through the study area. It is estimated that the improvements implemented by the project for a new Transit Center will reduce the overall traffic at all of the study intersections by 5% with an additional 5% reduction at the closest intersections of Victory Boulevard at Woodman Avenue, Fulton Avenue, Ethel Avenue, Morse Avenue, Coldwater Canyon Avenue and Whitsett Avenue. The implementation of these improvements reduces the traffic impacts to a level of insignificance at but four of the significantly impacted study intersections.

Additional improvements are needed as described below to reduce all impacts to a level of insignificance. Note that these improvements are subject to LADOT approval. If any of these improvements are not approved, the project traffic impact will not be reduced to a level of insignificance and a statement of overriding considerations may be necessary for any of the four following intersections.

Physical Improvements

Ethel Avenue & Victory Boulevard – Design and install a westbound right turn lane and southbound left, shared left/through lane and right turn lane. The right-of-way to implement this improvement is under the control of the developer. LADOT standards can be implemented.

Morse Avenue & Victory Boulevard – Design and install a new traffic signal at this location incorporating the project driveway. Installation of the new traffic signal will provide for an orderly assignment of right-of-way as well as provide for safer pedestrian crossing and connectivity. Traffic Signal warrants are provided in Appendix F.

Coldwater Canyon Avenue & Hamlin Street – Design and install an east and westbound restriping from a single lane to a dedicated left and shared through-right turn lane at this location. No roadway widening will be required to implement this improvement.

However, up to 4 parking spaces may be lost. LADOT has indicated that the secondary impacts with loss of parking is not acceptable therefore this mitigation will not be approved. Consideration was also given to installation of a traffic signal. This improvement was also not acceptable to LADOT due to loss of progression along Coldwater Canyon Avenue.

Coldwater Canyon Avenue & Victory Boulevard – Widen the west side of Coldwater Canyon Avenue north of Victory Boulevard by 4 feet within the existing right-of-way to incorporate a functional southbound right turn lane at this intersection. Move the existing bus stop to the far side of the intersection through coordination with the Metropolitan Transit Authority (MTA). The implementation of this improvement measure will reduce the existing sidewalk width from 12 feet to 8 feet until the property on the northwest corner of the intersection (Add Area 4) is improved and additional land is dedicated for sidewalk width.

Implementation Option 1 mitigation package and the proposed physical improvements reduces all significant traffic impacts to a level of insignificance.

The significant street segments occur at Erwin Street east of Fulton Avenue and Ethel Avenue south of Victory Boulevard. The project developer will work with the community and LADOT to implement traffic improvement measures such as speed bumps in order to discourage cut through traffic and reduce these impacts to a level of insignificance. If sufficient improvements are not in place at the time of development significant traffic impacts may remain on these street segments.

Table 17a provides a summary of the effectiveness of mitigation Option 1.

Table 17a
CMA Summary with Option 1 Mitigation Package

No.	Intersection	Peak Hour	Future W/O Project v/c	Future W/O Project LOS	Future With Project v/c	Future With Project LOS	Future with Project After Mitigation v/c	Future with Project After Mitigation LOS	Impact	Mit?
1	Fulton Av &	AM	0.574	A	0.580	A	0.528	A	-0.046	N/A
	Sherman Way	PM	0.785	C	0.807	D	0.726	C	-0.059	YES
2	Coldwater Cyn Av &	AM	0.695	B	0.731	C	0.672	B	-0.023	N/A
	Sherman Way	PM	0.672	B	0.718	C	0.656	B	-0.016	YES
3	Whitsett Ave &	AM	0.913	E	0.926	E	0.873	D	-0.040	YES
	Sherman Way	PM	0.911	E	0.953	E	0.892	D	-0.019	YES
4	Woodman Ave &	AM	0.980	E	1.004	F	0.948	E	-0.032	YES
	Vanowen St	PM	0.938	E	0.953	E	0.899	D	-0.039	YES
5	Fulton Ave &	AM	0.752	C	0.793	C	0.733	C	-0.019	YES
	Vanowen St	PM	0.751	C	0.800	C	0.738	C	-0.013	YES
6	Coldwater Cyn Av &	AM	0.725	C	0.793	C	0.726	C	0.001	YES
	Vanowen St	PM	0.841	D	0.873	D	0.812	D	-0.029	YES
7	Whitsett Av &	AM	0.847	D	0.861	D	0.808	D	-0.039	N/A
	Vanowen St	PM	0.866	D	0.918	E	0.855	D	-0.011	YES
8	Coldwater Cyn Av &	AM	0.909	E	0.985	E	0.911	E	0.002	YES
	Hamlin St	PM	0.917	E	1.031	F	0.922	E	0.005	YES
9	Woodman Av &	AM	0.995	E	1.026	F	0.918	E	-0.077	YES
	Victory Blvd	PM	1.086	F	1.144	F	1.029	F	-0.057	YES
10	Fulton Ave &	AM	0.763	C	0.856	D	0.733	C	-0.030	YES
	Victory Blvd	PM	0.818	D	0.916	E	0.792	C	-0.026	YES
11	Ethel Av &	AM	0.505	A	0.708	C	0.482	A	-0.023	YES
	Victory Blvd	PM	0.680	B	1.022	F	0.726	C	0.046	YES
12	Morse Ave &	AM	0.741	C	0.963	E	0.522	A	-0.219	YES
	Victory Blvd	PM	0.789	C	1.165	F	0.748	C	-0.041	YES
13	Coldwater Cyn Av &	AM	0.910	E	1.053	F	0.847	D	-0.063	YES
	Victory Blvd	PM	1.000	E	1.244	F	0.975	E	-0.025	YES
14	Whitsett Av &	AM	0.856	D	0.936	E	0.813	D	-0.043	YES
	Victory Blvd	PM	1.058	F	1.128	F	1.011	F	-0.047	YES
15	170 FWY SB (N Side)	AM	0.666	B	0.701	C	0.642	B	-0.024	N/A
	Victory Blvd	PM	0.856	D	0.878	D	0.822	D	-0.034	YES
16	170 FWY SB (S Side)	AM	1.396	F	1.412	F	1.358	F	-0.038	YES
	Victory Blvd	PM	1.108	F	1.178	F	1.110	F	0.002	YES

Table 17a continued
CMA Summary with Option 1 Mitigation Package

			Future W/O Project		Future With Project		Future with Project After Mitigation			
No.	Intersection	Peak Hour	v/c	LOS	v/c	LOS	v/c	LOS	Impact	Mit?
17	170 FWY NB (N Side)	AM	0.718	C	0.740	C	0.611	B	-0.107	N/A
	Victory Blvd	PM	0.940	E	0.954	E	0.807	D	-0.133	YES
18	170 FWY NB (S Side)	AM	0.988	E	0.998	E	0.945	E	-0.043	YES
	Victory Blvd	PM	0.993	E	1.038	F	0.977	E	-0.016	YES
19	Laurel Canyon Blvd &	AM	0.917	E	0.930	E	0.876	D	-0.041	YES
	Victory Blvd	PM	1.062	F	1.079	F	1.024	F	-0.038	YES
20	Fulton Way &	AM	0.717	C	0.732	C	--	--	--	N/A
	Erwin St	PM	0.381	A	0.468	A	--	--	--	N/A
21	Fulton Way &	AM	0.796	C	0.813	D	0.757	C	-0.039	N/A
	Oxnard St	PM	0.680	B	0.741	C	0.676	B	-0.004	YES
22	Coldwater Canyon Ave &	AM	0.754	C	0.802	D	0.740	C	-0.014	YES
	Oxnard St	PM	0.665	B	0.739	C	0.671	B	0.006	YES
23	Whitsett Ave &	AM	0.886	D	0.896	D	0.843	D	-0.043	N/A
	Oxnard St	PM	0.884	D	0.918	E	0.860	D	-0.024	YES
24	Coldwater Canyon Ave &	AM	0.855	D	0.862	D	--	--	--	N/A
	Burbank Blvd	PM	0.674	B	0.689	B	--	--	--	N/A

Sig = Significant

MITIGATION OPTION 2

Mitigation Option 2 incorporates the same improvements as proposed in Option 1 but reduces the credits for the new multi-modal transit center to a conservative 10% project transit credit reduction based prior Los Angeles Department of Transportation practices, a 5% capacity increase at the study intersections with an additional 5% at the nearby Victory Boulevard intersections due to encouragement of transit usage in the area due to the new transit center, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at four intersections. The improvements necessary to reduce these significant impacts to a level of insignificance are listed below:

New Multi-Modal Transit Center – same as option 1

TDM Plan – same as option 1

Implementation of these two elements with the aforementioned conservative 10% reduction in project trips for the transit center, 5% increase in capacity at the study intersections due to the additional transit facility, additional 5% increase in capacity at the nearby Victory Boulevard intersections and 5% reduction in project trips for the TDM plan reduces all the impacts to a level of insignificance with the exception of four intersections.

Additional improvements are needed as described below to reduce the impacts to a level of insignificance. Note that these improvements are subject to LADOT approval. If any of these improvements are not approved, the project traffic impact will not be reduced to a level of insignificance and a statement of overriding considerations may be necessary for any of the four following intersections.

Physical Improvements

Ethel Avenue & Victory Boulevard – Same as option 1 - Design and install a westbound right turn lane and southbound left, shared left/through lane and right turn lane. A further mitigation at this intersection includes a shift in traffic from this intersection to Morse Avenue & Victory Boulevard due to a change in striping at that intersection. This intersection is adjacent to the project with sufficient right-of-way to implement the improvement.

Morse Avenue & Victory Boulevard – Same as option 1 - Design and install a new traffic signal at this location incorporating the project driveway. Installation of the new traffic signal will provide for an orderly assignment of right-of-way as well as provide for safer pedestrian crossing and connectivity. A further mitigation at this intersection requires that there be a southbound left and shared left/right turn lane installed. The right-of-way to implement this improvement is on the development property. Traffic Signal warrants are provided in Appendix F.

Coldwater Canyon Avenue & Hamlin Street – Same as option 1 - Design and install an east and westbound restriping from a single lane to a dedicated left and shared through-right turn lane at this location. No additional requirements under Option 2. Traffic Signal warrants are provided in Appendix F. LADOT has indicated that this improvement is not acceptable.

Coldwater Canyon Avenue & Victory Boulevard – Same as option 1 - Widen the west side of Coldwater Canyon Avenue north of Victory Boulevard by 4 feet within the existing right-of-way to incorporate a functional southbound right turn lane at this intersection. Move the existing bus stop to the far side of the intersection through coordination with the Metropolitan Transit Authority (MTA). The implementation of this improvement measure will reduce the existing sidewalk width from 12 feet to 8 feet until the property on the northwest corner of the intersection (Add Area 4) is improved and additional land is dedicated for sidewalk width. No additional mitigation under Option 2.

Implementation Option 2 mitigation package and the proposed physical improvements reduces all significant traffic impacts to a level of insignificance.

As with Option 1, the significant street segments occur at Erwin Street east of Fulton Avenue and Ethel Avenue south of Victory Boulevard. The project developer will work with the community and LADOT to implement traffic improvement measures such as speed bumps in order to discourage cut through traffic and reduce these impacts to a level of insignificance. If sufficient improvements are not in place at the time of development significant traffic impacts may remain on these street segments.

Table 17b provides a summary of the effectiveness of mitigation Option 2.

Table 17b

CMA Summary with Option 2 Mitigation Package

			Future W/O Project		Future With Project		Future with Project After Mitigation			
No.	Intersection	Peak Hour	v/c	LOS	v/c	LOS	v/c	LOS	Impact	Mit?
1	Fulton Av &	AM	0.574	A	0.580	A	0.529	A	-0.045	N/A
	Sherman Way	PM	0.785	C	0.807	D	0.728	C	-0.057	YES
2	Coldwater Cyn Av &	AM	0.695	B	0.731	C	0.676	B	-0.019	N/A
	Sherman Way	PM	0.672	B	0.718	C	0.661	B	-0.011	YES
3	Whitsett Ave &	AM	0.913	E	0.926	E	0.874	D	-0.039	YES
	Sherman Way	PM	0.911	E	0.953	E	0.897	D	-0.014	YES
4	Woodman Ave &	AM	0.980	E	1.004	F	0.950	E	-0.030	YES
	Vanowen St	PM	0.938	E	0.953	E	0.901	E	-0.037	YES
5	Fulton Ave &	AM	0.752	C	0.793	C	0.737	C	-0.015	YES
	Vanowen St	PM	0.751	C	0.800	C	0.743	C	-0.008	YES
6	Coldwater Cyn Av &	AM	0.725	C	0.793	C	0.733	C	0.008	YES
	Vanowen St	PM	0.841	D	0.873	D	0.817	D	-0.024	YES
7	Whitsett Av &	AM	0.847	D	0.861	D	0.809	D	-0.038	N/A
	Vanowen St	PM	0.866	D	0.918	E	0.860	D	-0.006	YES
8	Coldwater Cyn Av &	AM	0.909	E	0.985	E	0.919	E	0.010	**NO**
	Hamlin St	PM	0.917	E	1.031	F	0.933	E	0.016	**NO**
9	Woodman Av &	AM	0.995	E	1.026	F	0.922	E	-0.073	YES
	Victory Blvd	PM	1.086	F	1.144	F	1.035	F	-0.051	YES
10	Fulton Ave &	AM	0.763	C	0.856	D	0.742	C	-0.021	YES
	Victory Blvd	PM	0.818	D	0.916	E	0.801	D	-0.017	YES
11	Ethel Av &	AM	0.505	A	0.708	C	0.481	A	-0.024	YES
	Victory Blvd	PM	0.680	B	1.022	F	0.723	C	0.043	YES
12	Morse Ave &	AM	0.741	C	0.963	E	0.517	A	-0.224	YES
	Victory Blvd	PM	0.789	C	1.165	F	0.636	B	-0.153	YES
13	Coldwater Cyn Av &	AM	0.910	E	1.053	F	0.856	D	-0.054	YES
	Victory Blvd	PM	1.000	E	1.244	F	0.996	E	-0.004	YES
14	Whitsett Av &	AM	0.856	D	0.936	E	0.822	D	-0.034	YES
	Victory Blvd	PM	1.058	F	1.128	F	1.018	F	-0.040	YES
15	170 FWY SB (N Side)	AM	0.666	B	0.701	C	0.645	B	-0.021	N/A
	Victory Blvd	PM	0.856	D	0.878	D	0.825	D	-0.031	YES
16	170 FWY SB (S Side)	AM	1.396	F	1.412	F	1.360	F	-0.036	YES
	Victory Blvd	PM	1.108	F	1.178	F	1.117	F	0.009	YES

Table 17b continued
CMA Summary with Option 2 Mitigation Package

			Future		Future		Future with Project			
		Peak	W/O Project		With Project		After Mitigation			
No.	Intersection	Hour	v/c	LOS	v/c	LOS	v/c	LOS	Impact	Mit?
17	170 FWY NB (N Side)	AM	0.718	C	0.740	C	0.613	B	-0.105	N/A
	Victory Blvd	PM	0.940	E	0.954	E	0.808	D	-0.132	YES
18	170 FWY NB (S Side)	AM	0.988	E	0.998	E	0.946	E	-0.042	YES
	Victory Blvd	PM	0.993	E	1.038	F	0.981	E	-0.012	YES
19	Laurel Canyon Blvd &	AM	0.917	E	0.930	E	0.878	D	-0.039	YES
	Victory Blvd	PM	1.062	F	1.079	F	1.026	F	-0.036	YES
21	Fulton Way &	AM	0.796	C	0.813	D	0.758	C	-0.038	N/A
	Oxnard St	PM	0.680	B	0.741	C	0.682	B	0.002	YES
22	Coldwater Canyon Ave &	AM	0.754	C	0.802	D	0.744	C	-0.010	YES
	Oxnard St	PM	0.665	B	0.739	C	0.678	B	0.013	YES
23	Whitsett Ave &	AM	0.886	D	0.896	D	0.844	D	-0.042	N/A
	Oxnard St	PM	0.884	D	0.918	E	0.863	D	-0.021	YES

MITIGATION OPTION 3

Mitigation Option 3 incorporates some of the same improvements as proposed in Option 1 and 2 but reduces the credits for the new multi-modal transit center to a conservative 10% project transit credit reduction based prior Los Angeles Department of Transportation practices with no credits incorporated at the study intersections for mass transit usage, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at seventeen intersections. The improvements necessary to reduce most of these significant impacts to a level of insignificance are listed below:

New Multi-Modal Transit Center – Similar to option 1 but with a smaller transit center. Some of the same elements will be incorporated but the land mass and amenities dedicated to the center will be minimized.

TDM Plan – same as option 1

Implementation of these two elements with the aforementioned conservative 10% reduction in project trips and 5% reduction in project trips for the TDM plan reduces the impacts to a level of insignificance at three intersections. Physical improvements are proposed at 17 intersections.

Additional improvements are needed as described below to reduce the impacts. Note that these improvements are subject to LADOT/Caltrans approval. If any of these improvements are not approved, the project traffic impact will not be reduced to a level of insignificance and a statement of overriding considerations may be necessary for any of the following intersections. Even with implementation of the below noted improvements four intersections will not be sufficiently mitigated so as to be below a level of insignificance and will need a statement of overriding considerations. These intersections include Fulton Avenue/Vanowen Street, Coldwater Canyon Avenue/Hamlin Avenue, Fulton Avenue/Victory Boulevard, Ethel Avenue/Victory Boulevard, Coldwater Canyon/Victory Boulevard, and Whitsett Avenue/Victory Boulevard, Hollywood Freeway Northbound (N Side)/Victory Boulevard, Fulton Avenue/Oxnard Street, and Coldwater

Canyon/Oxnard Street . Several of the other intersections may create secondary impacts by creating narrow sidewalks and removing parking.

Physical Improvements

Coldwater Canyon Avenue & Sherman Way - Widen west side of Coldwater Canyon south of Sherman Way to create a wider northbound curb lane providing for an essentially functional northbound right turn lane (18 feet). The improvement will reduce sidewalk width to 7 feet and may require removal of parking thereby creating potential secondary impacts.

Whitsett Avenue & Sherman Way - Widen west side of Whitsett Avenue south of Sherman Way to create a wider northbound curb lane and restripe for a dedicated northbound right turn lane. The improvement will reduce sidewalk width to 4 feet and may require removal of parking thereby creating potential secondary impacts.

Woodman Avenue & Vanowen Street - Widen south side of Vanowen Street west of Woodman Avenue to create a wider eastbound curb lane providing and restripe for a dedicated eastbound right turn lane. The improvement will reduce sidewalk width to 4 feet and may require removal of parking thereby creating potential secondary impacts.

Coldwater Canyon Avenue & Vanowen Street - Widen south side of Vanowen Street west of Coldwater Canyon Avenue to create a wider eastbound curb lane providing for an essentially functional eastbound right turn lane (18 feet). The improvement will reduce sidewalk width and require removal of parking thereby creating potential secondary impacts.

Whitsett Avenue & Vanowen Street - Widen north side of Vanowen Street east of Whitsett Avenue to create a wider westbound curb lane providing for an essentially functional westbound right turn lane (18 feet). The improvement will reduce sidewalk width and require removal of parking thereby creating potential secondary impacts.

Coldwater Canyon Avenue & Hamlin Street - Design and install a new traffic signal at this location. Installation of the new traffic signal will provide for an orderly assignment of right-of-way as well as provide for safer pedestrian crossing and connectivity. LADOT

has indicated that this is not acceptable mitigation due to secondary impacts created by loss of parking on Hamlin Street and degrading of signal timing along Coldwater Canyon Avenue.

Woodman Avenue & Victory Boulevard - Widen east side of Woodman Avenue south of Victory Boulevard and the west side of Woodman Avenue north of Victory Boulevard to create a wider north and southbound curb lane providing for an essentially functional north and southbound right turn lane. The improvement will reduce sidewalk width and require removal of parking thereby creating potential secondary impacts.

Fulton Avenue & Victory Boulevard - Widen south side of Victory Boulevard west of Fulton Avenue and the north side of Victory Boulevard west of Fulton Avenue to create a wider east and westbound curb lane providing for an essentially functional east and westbound right turn lane (18 feet). The improvement will reduce sidewalk width and require removal of parking thereby creating potential secondary impacts.

Ethel Avenue & Victory Boulevard – Same as option 2 - Design and install a westbound right turn lane and southbound left, shared left/through lane and right turn lane. A further mitigation at this intersection includes a shift in traffic from this intersection to Morse Avenue & Victory Boulevard due to a change in striping at that intersection.

Morse Avenue & Victory Boulevard – Same as option 2 - Design and install a new traffic signal at this location. Installation of the new traffic signal will provide for an orderly assignment of right-of-way as well as provide for safer pedestrian crossing and connectivity. A further mitigation at this intersection requires that there be a southbound left and shared left/right turn lane installed.

Coldwater Canyon Avenue & Victory Boulevard – Same as option 2 for a functional southbound right turn lane. In addition widen the east side of Coldwater Canyon south of Victory Boulevard, the south side of Victory Boulevard west of Coldwater Canyon and the north side of Victory Boulevard east of Coldwater Canyon for essentially functional right turn lanes in all directions (18 foot lanes). The improvement will reduce sidewalk width down to 6 feet in some areas and require removal of parking thereby creating potential secondary impacts.

Whitsett Avenue & Victory Boulevard – Widen the east and west side of Whitsett Avenue north Victory Boulevard and restripe north and south of the intersection to provide for dual southbound left turn lanes. The improvement will reduce sidewalk width to 5, 6 and 7 feet and may require removal of parking thereby creating secondary impacts.

Hollywood Freeway Southbound ramps south side of Victory Boulevard – Convert the existing eastbound through/right curb lane to a right turn lane. Buffer the lane to the east to provide a free right at the offramp. This improvement will require Caltrans review and approval.

Hollywood Freeway Northbound ramps north side of Victory Boulevard – Extend the current center median and remove the eastbound left turn pocket to the northbound ramp and Saint Clair. Implementation of this improvement restricts access to an existing roadway thereby creating a secondary impact.

Hollywood Freeway Northbound ramps south side of Victory Boulevard – Convert the existing eastbound through/right curb lane to a dedicated right turn lane. Shadow this lane beyond the turn to provide a free right turn at the off-ramp. This improvement will require Caltrans review and approval.

Laurel Canyon Boulevard & Victory Boulevard – Widen the east and west side of Laurel Canyon Boulevard north and south of Victory Boulevard and remove the existing center median. Restripe for a north and southbound dual left turn lane. Reconfigure the existing traffic signal for left turn phases. Implementation of this improvement will require the reduction of sidewalk width thereby creating secondary impacts.

Whitsett Avenue & Oxnard Street – Lengthen the red curb on south side of Oxnard Street west of Whitsett Avenue to create a longer reservoir on the eastbound curb lane providing for a functional eastbound right turn lane. The improvement will require removal of parking thereby creating potential secondary impacts.

Draft Conceptual plans are provided in Appendix F. The effectiveness of the mitigation measures are demonstrated below in Table 17c.

Table 17c
CMA Summary with Option 3 Mitigation Package

No.	Intersection	Peak Hour	Future W/O Project v/c	Future W/O Project LOS	Future With Project v/c	Future With Project LOS	Future with Project After Mitigation v/c	Future with Project After Mitigation LOS	Impact	Mit?
1	Fulton Av &	AM	0.574	A	0.580	A	0.579	A	0.005	N/A
	Sherman Way	PM	0.785	C	0.807	D	0.778	C	-0.007	YES
2	Coldwater Cyn Av &	AM	0.695	B	0.731	C	0.726	D	0.031	N/A
	Sherman Way	PM	0.672	B	0.718	C	0.659	D	-0.013	YES
3	Whitsett Ave &	AM	0.913	E	0.926	E	0.876	C	-0.037	YES
	Sherman Way	PM	0.911	E	0.953	E	0.894	B	-0.017	YES
4	Woodman Ave &	AM	0.980	E	1.004	F	0.957	E	-0.023	YES
	Vanowen St	PM	0.938	E	0.953	E	0.945	E	0.007	YES
5	Fulton Ave &	AM	0.752	C	0.793	C	0.787	C	0.035	YES
	Vanowen St	PM	0.751	C	0.800	C	0.793	C	0.042	**NO**
6	Coldwater Cyn Av &	AM	0.725	C	0.793	C	0.742	C	0.017	YES
	Vanowen St	PM	0.841	D	0.873	D	0.855	D	0.014	YES
7	Whitsett Av &	AM	0.847	D	0.861	D	0.859	D	0.012	N/A
	Vanowen St	PM	0.866	D	0.918	E	0.854	D	-0.012	YES
8	Coldwater Cyn Av &	AM	0.909	E	0.985	E	0.969	E	0.060	**NO**
	Hamlin St	PM	0.917	E	1.031	F	0.983	E	0.066	**NO**
9	Woodman Av &	AM	0.995	E	1.026	F	0.942	E	-0.053	YES
	Victory Blvd	PM	1.086	F	1.144	F	1.081	F	-0.005	YES
10	Fulton Ave &	AM	0.763	C	0.856	D	0.814	D	0.051	**NO**
	Victory Blvd	PM	0.818	D	0.916	E	0.884	D	0.066	**NO**
11	Ethel Av &	AM	0.505	A	0.708	C	0.581	A	0.076	**NO**
	Victory Blvd	PM	0.680	B	1.022	F	0.823	D	0.143	YES
12	Morse Ave &	AM	0.741	C	0.963	E	0.617	B	-0.124	YES
	Victory Blvd	PM	0.789	C	1.165	F	0.736	C	-0.053	YES
13	Coldwater Cyn Av &	AM	0.910	E	1.053	F	0.922	E	0.012	**NO**
	Victory Blvd	PM	1.000	E	1.244	F	1.060	F	0.060	**NO**
14	Whitsett Av &	AM	0.856	D	0.936	E	0.922	E	0.066	**NO**
	Victory Blvd	PM	1.058	F	1.128	F	1.063	F	0.005	YES
15	170 FWY SB (N Side)	AM	0.666	B	0.701	C	0.695	B	0.029	N/A
	Victory Blvd	PM	0.856	D	0.878	D	0.875	D	0.019	YES
16	170 FWY SB (S Side)	AM	1.396	F	1.412	F	0.826	D	-0.570	YES
	Victory Blvd	PM	1.108	F	1.178	F	0.926	E	-0.182	YES

Table 17c continued
CMA Summary with Option 3 Mitigation Package

No.	Intersection	Peak Hour	Future W/O Project v/c	Future W/O Project LOS	Future With Project v/c	Future With Project LOS	Future with Project After Mitigation v/c	Future with Project After Mitigation LOS	Impact	Mit?
17	170 FWY NB (N Side)	AM	0.718	C	0.740	C	1.429	F	0.711	N/A
	Victory Blvd	PM	0.940	E	0.954	E	1.757	F	0.817	**NO**
18	170 FWY NB (S Side)	AM	0.988	E	0.998	E	0.925	E	-0.063	YES
	Victory Blvd	PM	0.993	E	1.038	F	0.953	E	-0.040	YES
19	Laurel Canyon Blvd &	AM	0.917	E	0.930	E	0.860	D	-0.057	YES
	Victory Blvd	PM	1.062	F	1.079	F	0.943	E	-0.119	YES
21	Fulton Way &	AM	0.796	C	0.813	D	0.808	D	0.012	N/A
	Oxnard St	PM	0.680	B	0.741	C	0.732	C	0.052	**NO**
22	Coldwater Canyon Ave &	AM	0.754	C	0.802	D	0.794	C	0.040	**NO**
	Oxnard St	PM	0.665	B	0.739	C	0.728	C	0.063	**NO**
23	Whitsett Ave &	AM	0.886	D	0.896	D	0.866	D	-0.020	N/A
	Oxnard St	PM	0.884	D	0.918	E	0.891	D	0.007	YES

As with Option 1 & 2, the significant street segments occur at Erwin Street east of Fulton Avenue and Ethel Avenue south of Victory Boulevard. The project developer will work with the community and LADOT to implement traffic improvement measures such as speed bumps in order to discourage cut through traffic and reduce these impacts to a level of insignificance. If sufficient improvements are not in place at the time of development significant traffic impacts may remain on these street segments.

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A comparison of the three mitigation option packages, with their effectiveness, proposed physical mitigation and potential overriding considerations is displayed on the following page.

PROJECT ONLY

				MITIGATION OPTION IMPACTS								
				OPTION 1			OPTION 2			OPTION 3		
No.	Intersection	Peak Hour	Significant Impact?	Roadway Improvement	Mitigated?	Overiding Consideration?	Roadway Improvement	Mitigated?	Overiding Consideration?	Roadway Improvement	Mitigated?	Overiding Consideration?
1	Fulton Av &	AM										
	Sherman Way	PM	**YES**		YES			YES			YES	
2	Coldwater Cyn Av &	AM								NB R		
	Sherman Way	PM	**YES**		YES			YES			YES	POTENTIAL
3	Whitsett Ave &	AM	**YES**		YES			YES		NB R	YES	
	Sherman Way	PM	**YES**		YES			YES			YES	POTENTIAL
4	Woodman Ave &	AM	**YES**		YES			YES		EB R	YES	POTENTIAL
	Vanowen St	PM	**YES**		YES			YES			YES	
5	Fulton Ave &	AM	**YES**		YES			YES				
	Vanowen St	PM	**YES**		YES			YES			**NO**	**REQUIRED**
6	Coldwater Cyn Av &	AM	**YES**		YES			YES		EB R	YES	POTENTIAL
	Vanowen St	PM	**YES**		YES			YES			YES	
7	Whitsett Av &	AM								WB R		
	Vanowen St	PM	**YES**		YES			YES			YES	POTENTIAL
8	Coldwater Cyn Av &	AM	**YES**	E & WB	YES	**REQUIRED**	same	YES	**REQUIRED**	New	YES	**REQUIRED**
	Hamlin St	PM	**YES**	L & Th/R	YES	MIT NOT ACCEPT		YES	MIT NOT ACCEPT	Traffic Signal	YES	MIT NOT ACCEPT
9	Woodman Av &	AM	**YES**		YES			YES		N & SB R	YES	POTENTIAL
	Victory Blvd	PM	**YES**		YES			YES			YES	
10	Fulton Ave &	AM	**YES**		YES			YES		E & WB R	**NO**	**REQUIRED**
	Victory Blvd	PM	**YES**		YES			YES			**NO**	
11	Ethel Av &	AM	**YES**	SB L, L/Th & R			same +			same as		
	Victory Blvd	PM	**YES**	WB R	YES	POTENTIAL	Shift Volumes	YES	POTENTIAL	option 2	**NO**	**REQUIRED**
12	Morse Ave &	AM	**YES**	New	YES	POTENTIAL	same + Shift	YES	POTENTIAL	same as	YES	POTENTIAL
	Victory Blvd	PM	**YES**	Traffic Signal	YES		SB L, L/R	YES		option 2	YES	
13	Coldwater Cyn Av &	AM	**YES**	SB R	YES	POTENTIAL	same	YES	POTENTIAL	N,S,E, &	YES	
	Victory Blvd	PM	**YES**		YES			YES		WB R	**NO**	**REQUIRED**
14	Whitsett Av &	AM	**YES**		YES			YES		DUAL	**NO**	**REQUIRED**
	Victory Blvd	PM	**YES**		YES			YES		SB L	YES	
15	170 FWY SB (N Side) &	AM										
	Victory Blvd	PM	**YES**		YES			YES			YES	
16	170 FWY SB (S Side) &	AM	**YES**		YES			YES		2 Th E, Free R	YES	POTENTIAL
	Victory Blvd	PM	**YES**		YES			YES		E & NB	YES	
17	170 FWY NB (N Side) &	AM										**REQUIRED**
	Victory Blvd	PM	**YES**		YES			YES			**NO**	
18	170 FWY NB (S Side) &	AM	**YES**							EB R		
	Victory Blvd	PM	**YES**		YES			YES			YES	POTENTIAL
19	Laurel Canyon Blvd &	AM	**YES**							DUAL		
	Victory Blvd	PM	**YES**		YES			YES		N & SB L	YES	POTENTIAL
20	Fulton Way &	AM										
	Erwin St	PM										
21	Fulton Way &	AM										
	Oxnard St	PM	**YES**		YES			YES			**NO**	**REQUIRED**
22	Coldwater Canyon Ave &	AM	**YES**		YES			YES			**NO**	**REQUIRED**
	Oxnard St	PM	**YES**		YES			YES			NO	
23	Whitsett Ave &	AM								EB R		
	Oxnard St	PM	**YES**		YES			YES			YES	POTENTIAL
24	Coldwater Canyon Ave &	AM										
	Burbank Blvd	PM										

UNDER SIGNIFICANT IMPACT
YES = SIGNIFICANT PROJECT IMPACT IDENTIFIED

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

R = Right
L = Left
Dbl = Double
Th = Through

UNDER MITIGATED
YES = PROJECT IMPACT MITIGATED BELOW A LEVEL OF INSIGNIFICANCE
NO = STILL A SIGNIFICANT TRAFFIC IMPACT AFTER MITIGATION

UNDER OVERRIDING CONSIDERATION
REQUIRED = WILL NEED A STATEMENT OF OVERRIDING CONSIDERATIONS
LEFT BLANK = WILL NOT NEED A STATEMENT OF OVERRIDING CONSIDERATIONS
POTENTIAL = PHYSICAL IMPROVEMENT SUBJECT TO APPROVAL OF LADOT AND/OR CALTRANS WHICH MAY NOT BE ACCEPTED
SO A STATEMENT OF OVERRIDING CONSIDERATIONS MAY BE REQUIRED

For all three options, the project will implement neighborhood improvement measures along Erwin Street east of Fulton Avenue and along Ethel Avenue south of Victory Boulevard. The project developer will work with the community and LADOT to implement measures such as speed bumps to reduce project related traffic into and out of the neighborhood. Reducing project related traffic to 1% will mitigate traffic impacts to a level of insignificance as shown in Table 18.

Table 18
Future Street Segment Traffic Conditions
with Project + Mitigation

Location: ERWIN STREET EAST OF FULTON AVENUE

	Existing 2008	Future Without 2013		Future With Project			% impact
	Volume	Ambient	Total	%	Volume	Total	
Volumes:							
Eastbound	771	77	848	1%	73	921	7.93%
Westbound	890	89	979	1%	73	1,052	6.94%
Total	1661		1,827		146	1,973	7.40%

Location: ETHEL AVENUE SOUTH OF VICTORY BOULEVARD

	Existing 2008	Future Without 2013		Future With Project			% impact
	Volume	Ambient	Total	%	Volume	Total	
Volumes:							
Northbound	1706	171	1,877	1%	73	1,950	3.74%
Southbound	1797	180	1,977	1%	73	2,050	3.56%
Total	3503		3,854		146	4,000	3.65%

DAILY PROJECT 14072 with 25 % TDM & Transit Reduction

PROJECT + ADD AREAS

The project along with the add areas could significantly impact the same twenty-two study intersections as with the project alone. The time periods for the impacts shift slightly at some intersections.

Fulton & Sherman Way – PM Peak Hour
Coldwater Canyon Avenue & Sherman Way – PM Peak Hour
Sherman Way & Whitsett Avenue - PM Peak Hour
Vanowen Street & Woodman Avenue – AM & PM Peak Hour
Fulton Avenue & Vanowen Street – PM Peak Hour
Coldwater Canyon Avenue & Vanowen Street – AM & PM Peak Hour
Vanowen Street & Whitsett Avenue – PM Peak Hour
Coldwater Canyon Avenue & Hamlin Street - AM & PM Peak Hour
Victory Boulevard & Woodman Avenue - AM & PM Peak Hour
Fulton Avenue & Victory Boulevard - AM & PM Peak Hour
Ethel Avenue & Victory Boulevard - PM Peak Hour
Morse Avenue & Victory Boulevard - AM & PM Peak Hour
Coldwater Canyon Avenue & Victory Boulevard - AM & PM Peak Hour
Victory Boulevard & Whitsett Avenue - AM & PM Peak Hour
Victory Blvd & Hollywood Fwy Southbound Ramp (North Side) - PM Peak Hour
Victory Blvd & Hollywood Fwy Southbound Ramp (South Side) - PM Peak Hour
Victory Blvd & Hollywood Fwy Northbound Ramp (North Side) - PM Peak Hour
Victory Blvd & Hollywood Freeway Northbound Ramp (South Side) - PM Peak Hour
Laurel Canyon Boulevard & Victory Boulevard – AM & PM Peak Hour
Fulton Avenue & Oxnard Street – PM Peak Hour
Coldwater Canyon & Oxnard Street – PM Peak Hour
Oxnard Street & Whitsett Avenue – PM Peak Hour

MITIGATION OPTION 1 – Add Areas

Mitigation Option 1 incorporates an extensive new multi-modal transit center as part of the project with a 20% project transit credit based upon Congestion Management Program Credits (CMP) and 5% capacity increase at the study intersections with an additional 5% at the nearby Victory Boulevard intersections due to encouragement of transit usage in the area due to the new transit center, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at four intersections.

The improvement measures as noted above in the project mitigation Option 1 are sufficient to reduce the significant impacts to a level of insignificance with the Add Areas at all but three of the study intersections. As with the previous options a statement of overriding considerations will be required for any physical improvement not approved by LADOT. The additional improvements are listed below.

The additional improvements are needed are described below to reduce all impacts to a level of insignificance with the Project & Add Areas.

Coldwater Canyon Avenue and Victory Boulevard - The add area analysis provides an additional benefit of the property on the northwest corner of the intersection to construct the southbound right-turn lane without reduction of sidewalk width. However, an additional improvement is needed. The installation of a northbound right turn lane within the existing right-of-way reduces the impact to a level of insignificance. Widen the north side of Victory Boulevard within the existing right-of-way to provide a westbound right turn lane. This improvement reduces sidewalk width.

Coldwater Canyon Avenue & Hamlin Street - Design and install an east and westbound restriping from a single lane to a dedicated left and shared through-right turn lane at this location as with the project only. In addition, design and install a new traffic signal at this location. A secondary impact would be created due to loss of parking and the signal creating a bad timing point. LADOT has indicated that this will not be acceptable mitigation.

Victory Boulevard & Whitsett Avenue – Widen the east side of Whitsett Avenue south of Victory Boulevard within the existing right-of-way to provide a dedicated northbound right turn only lane. This improvement will reduce the sidewalk width to 7 feet creating a potential secondary impact to the pedestrian traffic.

Hollywood Freeway Soubound ramps & Victory Boulevard (South Side) - Convert the existing eastbound through/right turn lane to an exclusive right turn lane. Shadow this lane beyond the ramp to provide a free right turn at the off ramp.

The effectiveness of the mitigation is present in Table 19a.

Table 19a
CMA Summary Project + Add Areas +Option 1 Mitigation

No.	Intersection	Peak Hour	Future W/O Project v/c	Future W/O Project LOS	Future W/ Project + Add v/c	Future W/ Project + Add LOS	Future w/ Project+Add Area After Mitigation v/c	After Mitigation LOS	Impact	Mit?
1	Fulton Av &	AM	0.574	A	0.576	A	0.525	A	-0.049	N/A
	Sherman Way	PM	0.785	C	0.813	D	0.730	C	-0.055	YES
2	Coldwater Cyn Av &	AM	0.695	B	0.730	C	0.671	B	-0.024	N/A
	Sherman Way	PM	0.672	B	0.729	C	0.665	B	-0.007	YES
3	Whitsett Ave &	AM	0.913	E	0.920	E	0.868	D	-0.045	N/A
	Sherman Way	PM	0.911	E	0.963	E	0.900	D	-0.011	YES
4	Woodman Ave &	AM	0.980	E	1.003	F	0.948	E	-0.032	YES
	Vanowen St	PM	0.938	E	0.956	E	0.901	E	-0.037	YES
5	Fulton Ave &	AM	0.752	C	0.786	C	0.728	C	-0.024	N/A
	Vanowen St	PM	0.751	C	0.812	D	0.747	C	-0.004	YES
6	Coldwater Cyn Av &	AM	0.725	C	0.791	C	0.724	C	-0.001	YES
	Vanowen St	PM	0.841	D	0.882	D	0.819	D	-0.022	YES
7	Whitsett Av &	AM	0.847	D	0.859	D	0.806	D	-0.041	N/A
	Vanowen St	PM	0.866	D	0.931	E	0.865	D	-0.001	YES
8	Coldwater Cyn Av &	AM	0.909	E	0.971	E	0.901	E	-0.008	YES
	Hamlin St	PM	0.917	E	1.047	F	0.943	E	0.026	**NO**
9	Woodman Av &	AM	0.995	E	1.025	F	0.918	E	-0.077	YES
	Victory Blvd	PM	1.086	F	1.158	F	1.040	F	-0.046	YES
10	Fulton Ave &	AM	0.763	C	0.846	D	0.725	C	-0.038	YES
	Victory Blvd	PM	0.818	D	0.939	E	0.808	D	-0.010	YES
11	Ethel Av &	AM	0.505	A	0.664	B	0.454	A	-0.051	N/A
	Victory Blvd	PM	0.680	B	1.105	F	0.777	C	0.097	YES
12	Morse Ave &	AM	0.741	C	0.891	D	0.473	A	-0.268	YES
	Victory Blvd	PM	0.789	C	1.257	F	0.712	D	-0.077	YES
13	Coldwater Cyn Av &	AM	0.910	E	1.031	F	0.832	D	-0.078	YES
	Victory Blvd	PM	1.000	E	1.301	F	0.977	F	-0.023	YES
14	Whitsett Av &	AM	0.856	D	0.928	E	0.808	D	-0.048	YES
	Victory Blvd	PM	1.058	F	1.146	F	1.024	F	-0.034	YES
15	170 FWY SB (N Side)	AM	0.666	B	0.699	B	0.641	B	-0.025	N/A
	Victory Blvd	PM	0.856	D	0.882	D	0.826	D	-0.030	YES
16	170 FWY SB (S Side)	AM	1.396	F	1.402	F	0.767	F	-0.629	N/A
	Victory Blvd	PM	1.108	F	1.196	F	0.883	F	-0.225	YES

Table 19a continued
CMA Summary Project + Add Areas + Option 1 Mitigation

No.	Intersection	Peak Hour	Future W/O Project v/c	Future W/O Project LOS	Future W/ Project + Add v/c	Future W/ Project + Add LOS	Future w/ Project+Add Area After Mitigation v/c	After Mitigation LOS	Impact	Mit?
17	170 FWY NB (N Side)	AM	0.718	C	0.739	C	0.610	F	-0.108	N/A
	Victory Blvd	PM	0.940	E	0.957	E	0.809	F	-0.131	YES
18	170 FWY NB (S Side)	AM	0.988	E	0.991	E	0.940	E	-0.048	N/A
	Victory Blvd	PM	0.993	E	1.049	F	0.985	E	-0.008	YES
19	Laurel Canyon Blvd &	AM	0.917	E	0.927	E	0.875	D	-0.042	YES
	Victory Blvd	PM	1.062	F	1.084	F	1.027	E	-0.035	YES
21	Fulton Way &	AM	0.796	C	0.803	D	0.750	C	-0.046	N/A
	Oxnard St	PM	0.680	B	0.756	C	0.687	B	0.007	YES
22	Coldwater Canyon Ave &	AM	0.754	C	0.798	C	0.737	B	-0.017	YES
	Oxnard St	PM	0.665	B	0.757	C	0.684	B	0.019	YES
23	Whitsett Ave &	AM	0.886	D	0.889	D	0.839	C	-0.047	N/A
	Oxnard St	PM	0.884	D	0.927	E	0.866	D	-0.018	YES

MITIGATION OPTION 2 - Add Areas

Mitigation Option 2 Add Areas incorporates the same improvements as proposed in Option 1 but reduces the credits for the new multi-modal transit center to a conservative 10% project transit credit reduction based prior Los Angeles Department of Transportation practices, a 5% capacity increase at the study intersections with an additional 5% at the nearby Victory Boulevard intersections due to encouragement of transit usage in the area due to the new transit center, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at four intersections.

The improvement measures as noted above in the project mitigation Option 2 and With Add Area Option 1 are sufficient to reduce the significant impacts to a level of insignificance with the Add Areas in Option 2. A statement of overriding considerations may be required on up to 6 intersections if the physical improvements are not acceptable to LADOT/Caltrans.

A summary of the results of Option 2 mitigation is provided below in Table 19b.

Table 19 b
CMA Summary Project + Add Areas + Option 2 Mitigation

			Future W/O Project		Future W/ Project + Add		Future w/ Project+Add Area After Mitigation			
No.	Intersection	Peak Hour	v/c	LOS	v/c	LOS	v/c	LOS	Impact	Mit?
1	Fulton Av &	AM	0.574	A	0.576	A	0.526	A	-0.048	N/A
	Sherman Way	PM	0.785	C	0.813	D	0.733	C	-0.052	YES
2	Coldwater Cyn Av &	AM	0.695	B	0.730	C	0.675	B	-0.020	N/A
	Sherman Way	PM	0.672	B	0.729	C	0.670	B	-0.002	YES
3	Whitsett Ave &	AM	0.913	E	0.920	E	0.869	D	-0.044	N/A
	Sherman Way	PM	0.911	E	0.963	E	0.906	E	-0.005	YES
4	Woodman Ave &	AM	0.980	E	1.003	F	0.950	E	-0.030	YES
	Vanowen St	PM	0.938	E	0.956	E	0.903	E	-0.035	YES
5	Fulton Ave &	AM	0.752	C	0.786	C	0.731	C	-0.021	N/A
	Vanowen St	PM	0.751	C	0.812	D	0.753	C	0.002	YES
6	Coldwater Cyn Av &	AM	0.725	C	0.791	C	0.731	C	0.006	YES
	Vanowen St	PM	0.841	D	0.882	D	0.824	D	-0.017	YES

Table 19 b continued
CMA Summary Project + Add Areas + Option 2 Mitigation

No.	Intersection	Peak Hour	Future W/O Project v/c	Future W/O Project LOS	Future W/ Proj + Add v/c	Future W/ Proj + Add LOS	Future w/ Project+Add Area After Mitigation v/c	After Mitigation LOS	After Mitigation Impact	After Mitigation Mit?
7	Whitsett Av &	AM	0.847	D	0.859	D	0.807	D	-0.040	N/A
	Vanowen St	PM	0.866	D	0.931	E	0.871	D	0.005	YES
8	Coldwater Cyn Av &	AM	0.909	E	0.971	E	0.907	E	-0.002	YES
	Hamlin St	PM	0.917	E	1.047	F	0.957	E	0.040	**NO**
9	Woodman Av &	AM	0.995	E	1.025	F	0.921	E	-0.074	YES
	Victory Blvd	PM	1.086	F	1.158	F	1.047	F	-0.039	YES
10	Fulton Ave &	AM	0.763	C	0.846	D	0.734	C	-0.029	YES
	Victory Blvd	PM	0.818	D	0.939	E	0.820	D	0.002	YES
11	Ethel Av &	AM	0.505	A	0.664	B	0.450	A	-0.055	N/A
	Victory Blvd	PM	0.680	B	1.105	F	0.782	C	0.102	YES
12	Morse Ave &	AM	0.741	C	0.891	D	0.497	A	-0.244	YES
	Victory Blvd	PM	0.789	C	1.257	F	0.676	B	-0.113	YES
13	Coldwater Cyn Av &	AM	0.910	E	1.031	F	0.840	D	-0.070	YES
	Victory Blvd	PM	1.000	E	1.301	F	1.003	F	0.003	YES
14	Whitsett Av &	AM	0.856	D	0.928	E	0.816	D	-0.040	YES
	Victory Blvd	PM	1.058	F	1.146	F	1.033	F	-0.025	YES
15	170 FWY SB (N Side)	AM	0.666	B	0.699	B	0.644	B	-0.022	N/A
	Victory Blvd	PM	0.856	D	0.882	D	0.828	D	-0.028	YES
16	170 FWY SB (S Side)	AM	1.396	F	1.402	F	0.767	F	-0.629	N/A
	Victory Blvd	PM	1.108	F	1.196	F	0.891	F	-0.217	YES
17	170 FWY NB (N Side)	AM	0.718	C	0.739	C	0.612	B	-0.106	N/A
	Victory Blvd	PM	0.940	E	0.957	E	0.811	D	-0.129	YES
18	170 FWY NB (S Side)	AM	0.988	E	0.991	E	0.940	E	-0.048	N/A
	Victory Blvd	PM	0.993	E	1.049	F	0.991	E	-0.002	YES
19	Laurel Canyon Blvd &	AM	0.917	E	0.927	E	0.876	D	-0.041	YES
	Victory Blvd	PM	1.062	F	1.084	F	1.030	F	-0.032	YES
21	Fulton Way &	AM	0.796	C	0.803	D	0.750	C	-0.046	N/A
	Oxnard St	PM	0.680	B	0.756	C	0.695	B	0.015	YES
22	Coldwater Canyon Ave	AM	0.754	C	0.798	C	0.741	C	-0.013	YES
	Oxnard St	PM	0.665	B	0.757	C	0.693	B	0.028	YES
23	Whitsett Ave &	AM	0.886	D	0.889	D	0.839	D	-0.047	N/A
	Oxnard St	PM	0.884	D	0.927	E	0.870	D	-0.014	YES

MITIGATION OPTION 3 – Add Areas

Mitigation Option 3 incorporates some of the same improvements as proposed in Option 1 and 2 but reduces the credits for the new multi-modal transit center to a conservative 10% project transit credit reduction based prior Los Angeles Department of Transportation practices with no credits incorporated at the study intersections for mass transit usage, a Transportation Demand Management Plan with a 5% credit, and physical roadway improvements at seventeen intersections. The improvements necessary to reduce most of these significant impacts to a level of insignificance are listed below:

The improvement measures as noted above in the project mitigation Option 3 and With Add Area Option 1 and 2 are sufficient to reduce the significant impacts to a level of insignificance with the Add Areas in Option 3 with the exception of 6 expanded or additional improvements. A statement of overriding considerations will be required on 5 intersections and could be required on all 20 significantly impacted intersections if the physical improvements are not acceptable to LADOT/Caltrans. The four intersections which would require a statement of overriding considerations under option 3 include Fulton Avenue/Victory Boulevard, Ethel Avenue/Victory Boulevard, Coldwater Canyon/Victory Boulevard, Whitsett Avenue/Victory Boulevard and Fulton Avenue/Oxnard Street.

Physical Improvements

Woodman Avenue & Vanowen Street – Same as Option 3 project only including the widening of the north side of Vanowen Street west of Woodman Avenue for a functioning westbound right turn lane. This improvement will require reducing sidewalk width to 5 feet and may require removal of parking thereby creating secondary impacts.

Coldwater Canyon Avenue & Vanowen Street – Same as Option 3 project only including widening of the north side of Vanowen Street west of Coldwater Canyon for an essentially functioning westbound right turn lane. This improvement will require reducing sidewalk width and may require removal of parking thereby creating secondary impacts.

Coldwater Canyon Avenue & Victory Boulevard – Same as Option 3 project only. Evaluation of alternative mitigation was conducted including dual west or southbound left turn lanes. However, sufficient right-of-way is not available to implement either improvement. A statement of overriding considerations is required for this intersection under this option.

Fulton Avenue & Oxnard Street – Evaluation of alternative mitigation was conducted including dual westbound left turn lanes. Sufficient right-of-way is not available to implement this improvement.

Coldwater Canyon Avenue & Oxnard Street – Widen the south side of Oxnard Street west of Coldwater Canyon to provide an essentially operating westbound right turn lane. Implementation of this improvement required reduction of sidewalk width and removal of parking creating secondary impacts.

The effectiveness of these improvements is displayed in Table 19c.

Table 19 c
CMA Summary Project + Add Areas + Option 3 Mitigation

			Future W/O Project		Future W/ Project + Add		Future w/ Project+Add Area After Mitigation			
No.	Intersection	Peak Hour	v/c	LOS	v/c	LOS	v/c	LOS	Impact	Mit?
1	Fulton Av &	AM	0.574	A	0.576	A	0.576	A	0.002	N/A
	Sherman Way	PM	0.785	C	0.813	D	0.783	C	-0.002	YES
2	Coldwater Cyn Av &	AM	0.695	B	0.730	C	0.725	C	0.030	N/A
	Sherman Way	PM	0.672	B	0.729	C	0.666	B	-0.006	YES
3	Whitsett Ave &	AM	0.913	E	0.920	E	0.871	D	-0.042	N/A
	Sherman Way	PM	0.911	E	0.963	E	0.902	E	-0.009	YES
4	Woodman Ave &	AM	0.980	E	1.003	F	0.931	E	-0.049	YES
	Vanowen St	PM	0.938	E	0.956	E	0.910	E	-0.028	YES
5	Fulton Ave &	AM	0.752	C	0.786	C	0.781	C	0.029	N/A
	Vanowen St	PM	0.751	C	0.812	D	0.803	D	0.052	**NO**

Table 19 c continued
CMA Summary Project + Add Areas + Option 3 Mitigation

No.	Intersection	Peak Hour	Future W/O Project v/c	Future W/O Project LOS	Future W/ Project + Add v/c	Future W/ Project + Add LOS	Future w/ Project+Add Area After Mitigation v/c	Future w/ Project+Add Area After Mitigation LOS	Impact	Mit?
6	Coldwater Cyn Av &	AM	0.725	C	0.791	C	0.740	C	0.015	YES
	Vanowen St	PM	0.841	D	0.882	D	0.847	D	0.006	YES
7	Whitsett Av &	AM	0.847	D	0.859	D	0.857	D	0.010	N/A
	Vanowen St	PM	0.866	D	0.931	E	0.865	D	-0.001	YES
8	Coldwater Cyn Av &	AM	0.909	E	0.971	E	0.957	E	0.048	**NO**
	Hamlin St	PM	0.917	E	1.047	F	1.007	F	0.090	**NO**
9	Woodman Av &	AM	0.995	E	1.025	F	0.942	E	-0.053	YES
	Victory Blvd	PM	1.086	F	1.158	F	1.093	F	0.007	YES
10	Fulton Ave &	AM	0.763	C	0.846	D	0.806	D	0.043	**NO**
	Victory Blvd	PM	0.818	D	0.939	E	0.903	E	0.085	**NO**
11	Ethel Av &	AM	0.505	A	0.664	B	0.550	A	0.045	N/A
	Victory Blvd	PM	0.680	B	1.105	F	0.882	D	0.202	YES
12	Morse Ave &	AM	0.741	C	0.891	D	0.597	A	-0.144	YES
	Victory Blvd	PM	0.789	C	1.257	F	0.776	C	-0.013	YES
13	Coldwater Cyn Av &	AM	0.910	E	1.031	F	0.909	E	-0.001	YES
	Victory Blvd	PM	1.000	E	1.301	F	1.103	F	0.103	**NO**
14	Whitsett Av &	AM	0.856	D	0.928	E	0.916	E	0.060	**NO**
	Victory Blvd	PM	1.058	F	1.146	F	1.078	F	0.020	**NO**
15	170 FWY SB (N Side)	AM	0.666	B	0.699	B	0.642	B	-0.024	N/A
	Victory Blvd	PM	0.856	D	0.882	D	0.789	C	-0.067	YES
16	170 FWY SB (S Side)	AM	1.396	F	1.402	F	0.817	D	-0.579	N/A
	Victory Blvd	PM	1.108	F	1.196	F	0.941	E	-0.167	YES
17	170 FWY NB (N Side)	AM	0.718	C	0.739	C	1.426	F	0.708	N/A
	Victory Blvd	PM	0.940	E	0.957	E	1.766	F	0.826	**NO**
18	170 FWY NB (S Side)	AM	0.988	E	0.991	E	0.923	E	-0.065	N/A
	Victory Blvd	PM	0.993	E	1.049	F	0.957	E	-0.036	YES
19	Laurel Canyon Blvd &	AM	0.917	E	0.927	E	0.858	D	-0.059	YES
	Victory Blvd	PM	1.062	F	1.084	F	0.947	E	-0.115	YES
21	Fulton Way &	AM	0.796	C	0.803	D	0.800	C	0.004	N/A
	Oxnard St	PM	0.680	B	0.756	C	0.745	C	0.065	NO
22	Coldwater Canyon Ave	AM	0.754	C	0.798	C	0.791	C	0.037	YES
	Oxnard St	PM	0.665	B	0.757	C	0.743	C	0.078	**NO**
23	Whitsett Ave &	AM	0.886	D	0.889	D	0.863	D	-0.023	N/A
	Oxnard St	PM	0.884	D	0.927	E	0.898	D	0.014	YES

A comparison of the three mitigation options is provided on the next page.

PROJECT + ADD AREAS

				MITIGATION OPTION IMPACTS								
				OPTION 1			OPTION 2			OPTION 3		
No.	Intersection	Peak Hour	Significant Impact?	Roadway Improvement	Mitigated?	Overiding Consideration?	Roadway Improvement	Mitigated?	Overiding Consideration?	Roadway Improvement	Mitigated?	Overiding Consideration?
1	Fulton Av & Sherman Way	AM										
		PM	**YES**									
2	Coldwater Cyn Av & Sherman Way	AM								NB R		
		PM	**YES**		YES			YES			YES	POTENTIAL
3	Whitsett Ave & Sherman Way	AM								NB R		
		PM	**YES**		YES			YES			YES	POTENTIAL
4	Woodman Ave & Vanowen St	AM	**YES**		YES			YES		EB R	YES	POTENTIAL
		PM	YES		YES			YES		& WB R	YES	
5	Fulton Ave & Vanowen St	AM										
		PM	**YES**		YES			YES			**NO**	**REQUIRED**
6	Coldwater Cyn Av & Vanowen St	AM	**YES**		YES			YES		EB R	YES	POTENTIAL
		PM	**YES**		YES			YES		& WB R	YES	
7	Whitsett Av & Vanowen St	AM								WB R		
		PM	**YES**		YES			YES			YES	POTENTIAL
8	Coldwater Cyn Av & Hamlin St	AM	**YES**	E & WB	YES	REQUIRED	same	YES	REQUIRED	New	YES	REQUIRED
		PM	**YES**	L & Th/R	YES	MIT NOT ACCEPT		YES	MIT NOT ACCEPT	Traffic Signal	YES	MIT NOT ACCEPT
9	Woodman Av & Victory Blvd	AM	**YES**		YES			YES		N & SB R	YES	POTENTIAL
		PM	**YES**		YES			YES			YES	
10	Fulton Ave & Victory Blvd	AM	**YES**		YES			YES		E & WB R	**NO**	**REQUIRED**
		PM	**YES**		YES			YES			**NO**	
11	Ethel Av & Victory Blvd	AM		SB L, L/Th & R			same +			same as		
		PM	**YES**	WB R	YES	POTENTIAL	Shift Volumes	YES	POTENTIAL	option 2	YES	POTENTIAL
12	Morse Ave & Victory Blvd	AM	**YES**	SB L, TH/R	YES	POTENTIAL	same + Shift	YES	POTENTIAL	same as	YES	POTENTIAL
		PM	**YES**	Traffic Signal	YES		SB L, L/R	YES		option 2	YES	
13	Coldwater Cyn Av & Victory Blvd	AM	**YES**	SB R	YES	POTENTIAL	same	YES	POTENTIAL	N,S,E, & WB R	YES	
		PM	**YES**	WB R	YES			YES		OR DUAL W & SB L	**NO**	**REQUIRED**
14	Whitsett Av & Victory Blvd	AM	**YES**		YES	POTENTIAL		YES	POTENTIAL	DUAL	**NO**	**REQUIRED**
		PM	**YES**		YES			YES		SB L	**NO**	
15	170 FWY SB (N Side) & Victory Blvd	AM								WB R		
		PM	YES		YES			YES			YES	POTENTIAL
16	170 FWY SB (S Side) & Victory Blvd	AM		2 Th E, Free R			SAME			SAME		
		PM	**YES**	E & NB	YES			YES	POTENTIAL		YES	POTENTIAL
17	170 FWY NB (N Side) & Victory Blvd	AM									YES	
		PM	**YES**		YES			YES			**NO**	**REQUIRED**
18	170 FWY NB (S Side) & Victory Blvd	AM								EB R		
		PM	**YES**		YES			YES			YES	POTENTIAL
19	Laurel Canyon Blvd & Victory Blvd	AM	**YES**		YES			YES		DUAL		
		PM	**YES**		YES			YES		N & SB L	YES	POTENTIAL
20	Fulton Way & Erwin St	AM										
		PM										
21	Fulton Way & Oxnard St	AM										
		PM	**YES**		YES			YES			**NO**	**REQUIRED**
22	Coldwater Canyon Ave & Oxnard St	AM	**YES**		YES			YES			YES	
		PM	**YES**		YES			YES			**NO**	**REQUIRED**
23	Whitsett Ave & Oxnard St	AM								EB R		
		PM	**YES**		YES			YES			YES	POTENTIAL
24	Coldwater Canyon Ave & Burbank Blvd	AM										
		PM										

UNDER SIGNIFICANT IMPACT
YES = SIGNIFICANT PROJECT IMPACT IDENTIFIED

UNDER MITIGATED
YES = PROJECT IMPACT MITIGATED BELOW A LEVEL OF INSIGNIFICANCE
NO = STILL A SIGNIFICANT TRAFFIC IMPACT AFTER MITIGATION

UNDER OVERRIDING CONSIDERATION
REQUIRED = WILL NEED A STATEMENT OF OVERRIDING CONSIDERATIONS
LEFT BLANK = WILL NOT NEED A STATEMENT OF OVERRIDING CONSIDERATIONS
POTENTIAL = PHYSICAL IMPROVEMENT SUBJECT TO APPROVAL OF LADOT AND/OR CALTRANS WHICH MAY NOT BE ACCEPTED
SO A STATEMENT OF OVERRIDING CONSIDERATIONS MAY BE REQUIRED

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound
R = Right
L = Left
Dbl = Double
Th = Through