K. TRANSPORTATION AND CIRCULATION

This section presents the findings of the traffic study for the proposed project and Add Area, prepared by Overland Traffic Consultants in April 2008 and revised in July 2008. The parameters for this study were developed with the City of Los Angeles Department of Transportation (LADOT). The study intersections were determined based on proximity to the project, the traffic assignment to the roadways and the estimated amount of project generated traffic that would have the potential to create significant traffic impacts. The study is included in its entirety in Appendix G of this Draft EIR.

EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections.

The study area consists of the major roadways surrounding the project site from Sherman Way to the north of the project, Laurel Canyon Boulevard to the east, Burbank Boulevard to the south and Woodman Avenue to the west. The project site is located along the north side of Victory Boulevard from west of Morse Avenue to Ethel Avenue. Additionally, it includes the adjacent Add Area, which is comprised of four properties, (identified as Add Areas 1-4 in this section) located east of the project site. Although no development is currently proposed in the Add Area, this EIR analyzes development of the Add Area that theoretically could be proposed by others. The four properties comprising the Add Area include 13005 Victory Boulevard, currently occupied with a self-storage building, 13001 Victory Boulevard, occupied with a church and school, 6455 Coldwater Canyon Boulevard, occupied with a private school, and 12091-12929 Victory Boulevard occupied with fast food, shopping center and office uses.

EXISTING STREET SYSTEM

Overview

Project Area (Project Site and Add Area)

The project area, located approximately 13 miles north of downtown Los Angeles, is located in the North Hollywood Valley Village Community Plan area. The planning area is essentially bounded by the Ventura Freeway to the south, Clybourn Avenue to the east, Sherman Way to the north and Coldwater Canyon Avenue and Fulton Avenue to the west. The North Hollywood Valley Village Community Plan area contains 6,823 square acres with 32.1% single family residential, 20.0% multi-family residential, 8% commercial, 6.1% industrial, 10.4% open space/public land and 23.3% street development.

Although the project site is located within the North Hollywood Village Community Plan area it is also located along the eastern boundary of the Van Nuys – North Sherman Oaks Community Plan area. Specifically, the project site is located along the north side of Victory Boulevard from west of Morse Avenue to Ethel Avenue. The Van Nuys- North Sherman Oaks Community plan area contains 8,220 square acres with 38.2% single family residential, 15.2% multi-family residential, 7.1% commercial, 7.4% industrial, 10.4% open space/public land and 21.8% street development.

Street Descriptions and Existing Traffic Volumes

Major east-west streets providing access to the project area include Victory Boulevard, and Sherman Way. Key north-south streets serving the study area include Woodman Avenue, Coldwater Canyon Avenue, Laurel Canyon Boulevard.

Victory Boulevard is an east-west major highway providing three lanes in each direction in the vicinity of the project site. The roadway width varies but is generally 74 to 77 feet in width. Parking restrictions along Victory Boulevard include a two hour parking limits throughout the day with the exception of no stopping during the morning and afternoon peak hours.

Woodman Avenue is a north-south major highway in the study area. The roadway provides two lanes in each direction in the study area.

Coldwater Canyon Avenue is a major highway in the project area with two lanes in each direction and left turn lanes at most intersections.

Sherman Way is an east-west major highway in the project area with three lanes in each direction and off peak hour parking on the north and south side of the street. In portions of the project area the eastbound curb lane is an AM peak hour lane and the westbound curb lane is a PM peak hour lane with parking available in the off-peak time periods of the day.

Laurel Canyon Boulevard is a north-south major highway east of the project and east of the Hollywood Freeway. The roadway provides two lanes in each direction in the project vicinity.

Vanowen Street, Fulton Avenue, Oxnard Street, and Whitsett Avenue are all designated as secondary highways by the City of Los Angeles in the project area. Vanowen Street is approximately 70 feet in the project area and provides two lanes in each direction. Fulton Avenue provides one to two lanes in each direction under a varying width roadway. Oxnard Street is approximately 63 to 74 feet in the project area and provides two lanes in each direction in the project area. Whitsett Avenue provides two lanes in each direction in the project area.

Erwin Street is an east-west collector street in the immediate project area. Erwin Street is a discontinuous roadway, which is signalized at Fulton Avenue and terminates at Van Nord just west of Tujunga Wash.

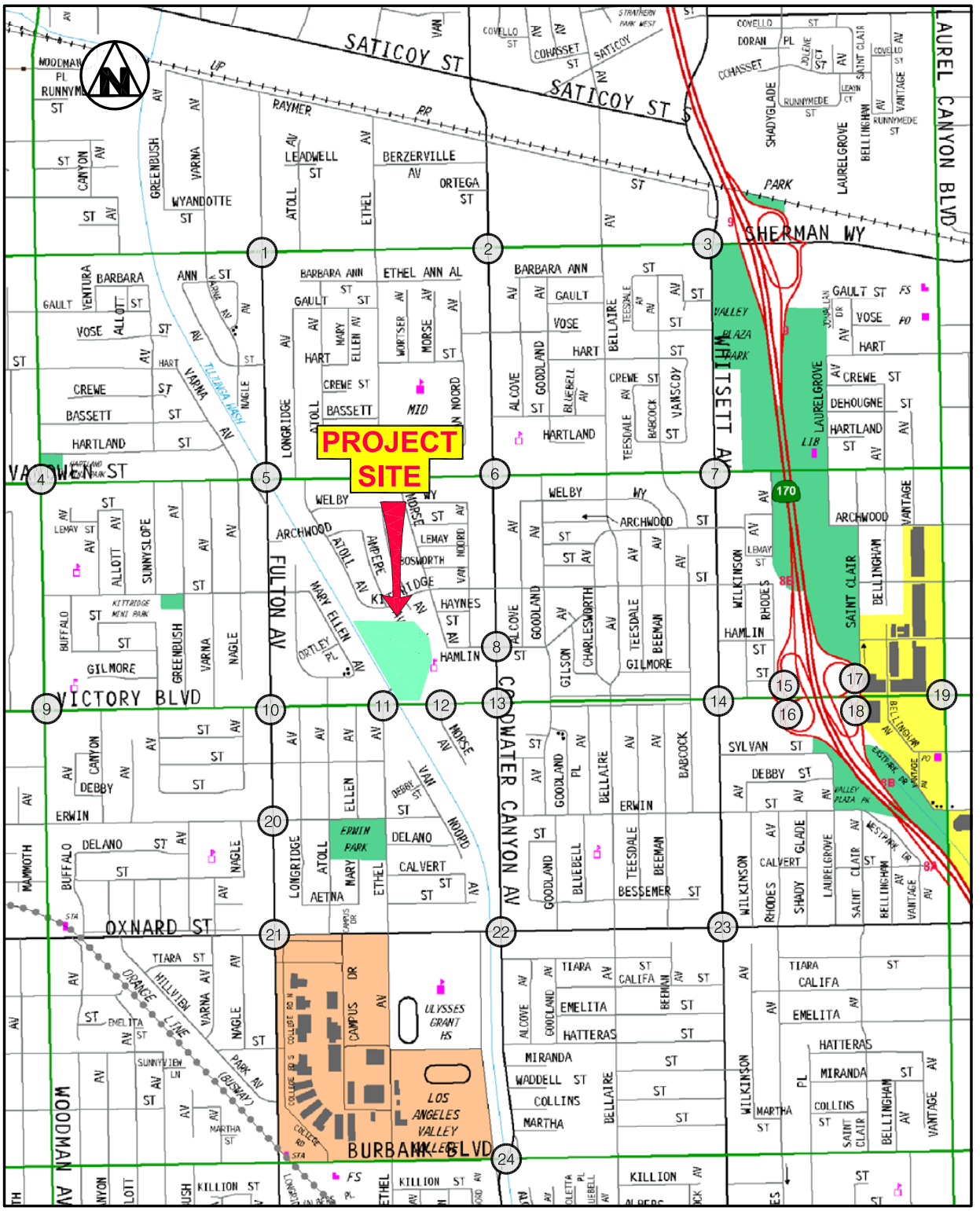
Morse Avenue, Hamlin Street and Ethel Avenue are local roadways in the project area.

Figure IV.K-1 displays the location of the study intersections. The existing intersection lane configurations and traffic controls are illustrated in **Figure IV.K-2.**

Freeways and Highways

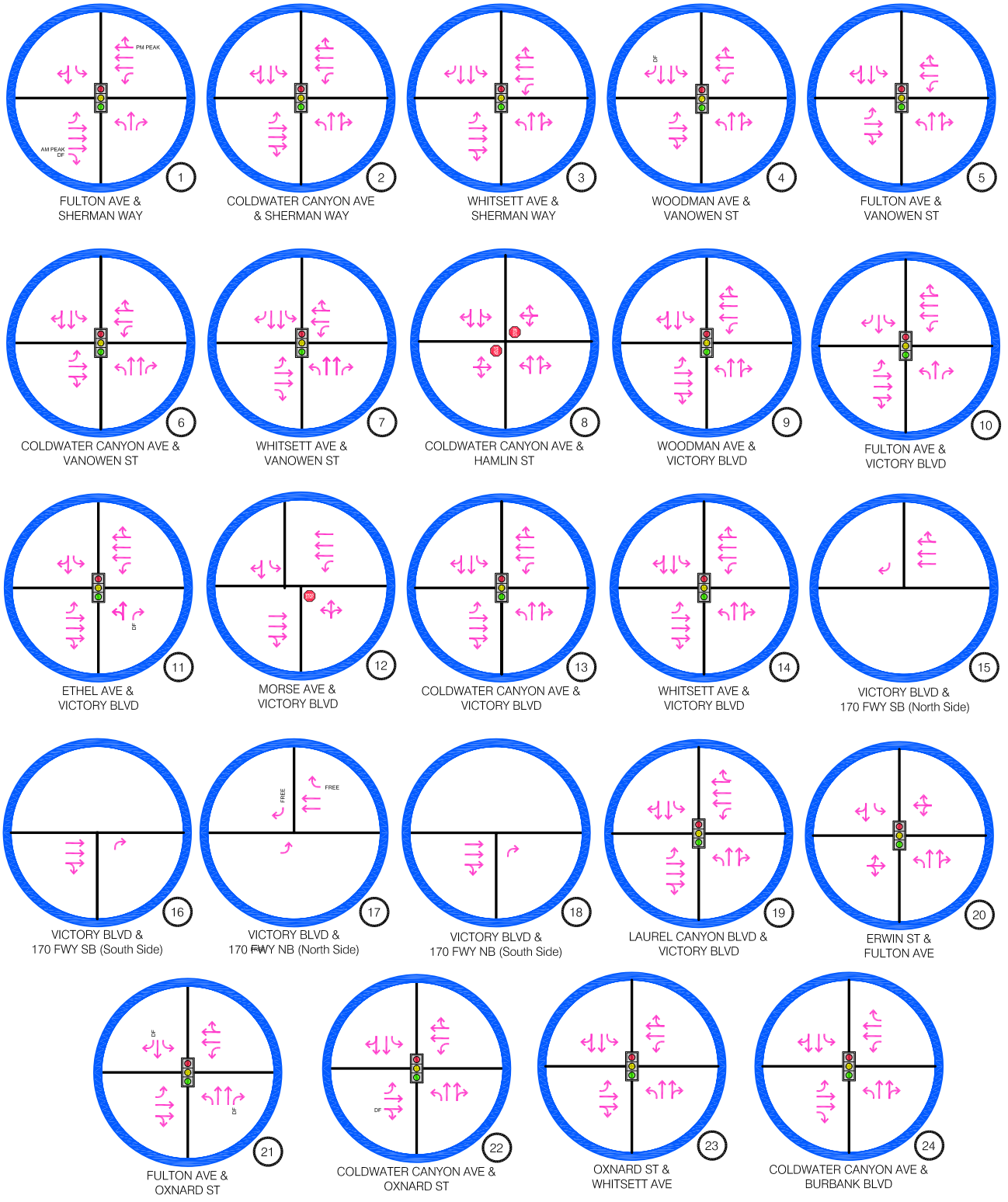
Three freeways serve the site and Add Area. These include the Hollywood Freeway (Hwy. 170) located approximately one mile to the east, the Ventura Freeway (Hwy. 101) located approximately two miles to the south, and the San Diego Freeway (I-405) located approximately three miles west of the project site and Add Area.

The north-south Hollywood freeway (Hwy. 170) provides four lanes in each direction with an average daily traffic (ADT) volume of 182,000 vehicles per day (VPD) at Victory Boulevard.



SOURCE: Overland Traffic Consultants, Inc.

Figure IV.K-1
Study Intersections



SOURCE: Overland Traffic Consultants, Inc.

Figure IV.K-2

Study Intersection Configurations

Freeway capacities are typically 2,000 vehicles per hour (VPH) per lane. Using this capacity, the Hollywood Freeway (Hwy. 170) provides a theoretical free flow capacity of approximately 16,000 VPH. Based upon counts conducted by State of California Department of Transportation (Caltrans) the average current non-directional peak hour traffic volume on the Hollywood Freeway is approximately 14,800 VPH. Therefore, this segment of the freeway is operating at approximately 93 percent capacity.

The north-south San Diego Freeway (I-405) provides four free flow lanes and one carpool lane in each direction. Average daily traffic volume on the I-405 Freeway at Victory Boulevard is approximately 236,000 vehicles per day. Using the freeway capacity of 2,000 vehicles per hour (VPH) per lane for the mixed flow lanes and 1,600 vehicles per hour for the carpool lane, the I-405 Freeway provides a theoretical free flow capacity of approximately 19,200 VPH. Current non-directional peak hour traffic volume on the I-405 Freeway is approximately 15,000 VPH based upon counts conducted by Caltrans. Therefore, this segment of the freeway is operating at approximately 78 percent capacity.

The east-west Ventura Freeway (Hwy 101) provides five lanes each direction. Average daily traffic volume on Hwy 101 Freeway at Coldwater Canyon Avenue is approximately 293,000 vehicles per day. Using the freeway capacity of 2,000 vehicles per hour (VPH) per lane, the Ventura Freeway provides a theoretical free flow capacity of approximately 20,000 VPH. Based upon counts conducted by Caltrans current non-directional peak hour traffic volume on the 101 Freeway is approximately 19,200 VPH. Therefore, this segment of the freeway is operating at approximately 96 percent capacity.

PUBLIC TRANSIT

Public transportation in the project area is provided by the Metropolitan Transportation Authority (MTA) and Los Angeles Department of Transportation. MTA Route 154 operates from Tarzana to Burbank via Burbank and Oxnard Street. MTA route 158 operates from Chatsworth to Sherman Oaks via Devonshire Street and Woodman Avenue. MTA Route 163/363 operates from West Hills to North Hollywood via Sherman Way and Hollywood Way. MTA Route 164 operates from West Hills to Burbank along the project frontage of Victory Boulevard. MTA route 165 operates from West Hills to Burbank along Vanowen Street. MTA Route 167 operates from Chatsworth Transportation Center to Studio City along Plummer Street, and Coldwater Canyon Avenue.

LADOT Commuter Express Line 413 operates along Laurel Canyon and Sherman Way in the project area. The Orange Line express way spans the San Fernando Valley from the Warner Center to North Hollywood and connects the project site and Add Area to the greater regional system including the Metro Red Line in North Hollywood and ultimately downtown Los Angeles.

DASH also circulates in the general project area approximately one block south of the site (on Oxnard).

EXISTING SITE TRIP GENERATION

Traffic-generating characteristics of land uses including the existing shopping center, health/fitness club, bank, pharmacy and restaurant uses have been extensively surveyed by the Institute of Transportation Engineers (ITE). The database has been published in a handbook titled Trip Generation, 7th Edition. This publication of traffic generation studies has become the industry standard for estimating traffic generation of different land uses. These ITE studies

indicate that land uses (shopping center, health club, drug store, restaurant and bank) of the size associated with the existing development generally exhibit the trip-making characteristics shown by the trip rates in **Table IV.K-1**.

TABLE IV.K-1
TRIP GENERATION RATES FOR EXISTING USES[1]

ITE Code	Use	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
820	Shopping Center	76.63	1.79	61%	39%	7.05	48%	52%
492	Health/Fitness Club	32.93	1.21	0.51	0.7	4.05	2.07	1.98
880	Drug Store	90.06	3.20	1.89	1.31	8.42	4.21	4.21
931	High Quality Restaurant	89.95	0.81	0.41	0.4	7.49	5.02	2.47
912	Bank	246.49	12.34	6.91	5.45	45.74	22.87	22.87

[1] Trip generation rate per 1,000 square feet
Shopping Center – rate based on curve fit equations: Daily Ln (Trips)=0.65Ln(Size in sf/1,000sf)+5.83
AM Ln (Trips)=0.6Ln(Size in sf/1,000sf)+2.29
PM Ln (Trips)=0.66Ln(Size in sf/1,000sf)+3.4

SOURCE: Overland Traffic Consultants, *Traffic Impact Analysis, The Victory Plaza at the Glen*, July 2008.

As shown in **Table IV.K-2**, existing site uses are estimated to generate 8,054 daily trips, 229 AM peak hour trips and 820 PM peak hour trips.

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 specific analyzed intersections are listed in **Table IV.K-3.** The existing (2008) peak hour traffic volumes at each study intersection are illustrated in the traffic study for the morning rush hour and for the afternoon rush hour. The traffic study including data collection worksheets for the peak hour counts are contained in Appendix G.

TABLE IV.K-2
TRIP GENERATION FOR EXISTING USES

Description	Size	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Misc. Retail Total	70,817 SF	5,427	127	77	50	499	240	259
Pass By	10%	(543)	(13)	(8)	(5)	(50)	(24)	(26)
Subtotal		4,884	114	69	45	449	216	233
CVS Pharmacy	32,000 SF	2,882	102	60)	42	270	135	135
Internal Capture	20%	(576)	(20)	(12)	(8)	(54)	(27)	(27)
Pass By	40%	(922)	(33)	(19)	(14)	(86)	(43)	(43)
Subtotal		1,384	49	29	20	130	65	65
Golan Restaurant	4,524 SF	407	4	2	2	34	23	11
Internal Capture	10%	(41)	0	0	0	(3)	(2)	(1)
Pass By	10%	(37)	0	0	0	(3)	(2)	(1)
Subtotal		329	4	2	2	28	19	9
Citibank	3,324 SF	819	41	23	18	152	76	76
Internal Capture	10%	(82)	(4)	(2)	(2)	(16)	(8)	(8)
Pass By	20%	(147)	(7)	(4)	(3)	(28)	(14)	(14)
Subtotal		590	30	17	13	108	54	54
Health/Fitness Club	41,141 SF	1,355	50	21	29	165	84	81
Internal Capture	20%	(271)	(10)	(4)	(6)	(34)	(18)	(16)
Pass By	20%	(217)	(8)	(3)	(5)	(26)	(13)	(13)
Subtotal		867	32	14	18	105	53	52
EXISTING TOTAL	**151,806 SF**	**8,054**	**229**	**131**	**98**	**820**	**407**	**413**

SOURCE: Overland Traffic Consultants, *Traffic Impact Analysis, The Victory Plaza at the Glen*, July 2008.

Pass-by reduction reflects vehicles that are currently on the roadway system and make a stop along their route to the project. Internal capture reduction reflects patrons who park at the site and visit more than one venue.

TABLE IV.K-3 STUDY INTERSECTIONS	
No.	**Intersection**
1.	Fulton Ave. & Sherman Way
2.	Coldwater Canyon Ave. & Sherman Way
3.	Whitsett Ave. & Sherman Way
4.	Woodman Ave. & Vanowen St.
5.	Fulton Ave. & Vanowen St.
6.	Coldwater Canyon Ave. & Vanowen St.
7.	Whitsett Ave. & Vanowen St.
8.	Coldwater Canyon Ave. & Hamlin St.
9.	Woodman Ave. & Victory Blvd.
10.	Fulton Ave. & Victory Blvd.
11.	Ethel Ave. & Victory Blvd.
12.	Morse Ave. & Victory Blvd.
13.	Coldwater Canyon Ave. & Victory Blvd.
14.	Whitsett Ave. & Victory Blvd.
15.	170 Fwy. SB (North Side) & Victory Blvd.
16.	170 Fwy. SB (South Side) & Victory Blvd.
17.	170 Fwy. NB (North Side) & Victory Blvd.
18.	170 Fwy. NB (South Side) & Victory Blvd.
19.	Laurel Canyon Blvd. & Victory Blvd.
20.	Fulton Way & Erwin St.
21.	Fulton Way & Oxnard St.
22.	Coldwater Canyon Ave. & Oxnard St.
23.	Whitsett Ave. & Oxnard St.
24.	Coldwater Canyon Ave. & Burbank Blvd.
SOURCE: Overland Traffic Consultants, July 2008.	

Existing traffic conditions analysis were evaluated 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 freeway intersections were separated into north side and south side intersections due to raised center medians creating little or no interaction between the ramps. 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 ranges for signalized intersection in planning applications are defined below in **Table IV.K-4.**

TABLE IV.K-4 MAXIMUM CRITICAL VOLUME			
Level of Service	**Two Phase**	**Three Phase**	**Four Phase**
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

SOURCE: Overland Traffic Consultants, July 2008.

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 IV.K-5.**

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 Critical Movement Analyses are summarized in **Table IV.K-6**. Supporting capacity worksheets are contained in Appendix G of this report.

TABLE IV.K-5
LEVELS OF SERVICE DEFINITIONS

LOS	Description of Operating Characteristics	Range of CMA Values
A	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.	0.00-0.60
B	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.	>0.60 - 0.70
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.	>0.70 - 0.80
D	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.	>0.80 - 0.90
E	The most vehicles that can be accommodated at any particular intersection approach. 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).	>0.90 - 1.00
F	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.	>1.00

SOURCE: Overland Traffic Consultants, July 2008

As shown below in **Table IV.K-6**, one intersection operates at LOS E during the PM peak hour (170 Fwy. SB-North Side &Victory Blvd) and one intersection operates at LOS F during the PM peak hour (170 Fwy. SB-South Side & Victory Boulevard). These intersections are operating near capacity or exceeding capacity.

TABLE IV.K-6
EXISTING TRAFFIC CONDITIONS

No.	Intersection	Peak Hour	Existing v/c	2008 LOS
1.	Fulton Ave & Sherman Way	AM PM	0.484 0.634	A B
2.	Coldwater Canyon Ave & Sherman Way	AM PM	0.595 0.570	A A
3.	Whitsett Avenue & Sherman Way	AM PM	0.766 0.769	C C
4.	Woodman Ave & Vanowen St.	AM PM	0.853 0.798	D C
5.	Fulton Ave & Vanowen St.	AM PM	0.638 0.609	B B
6.	Coldwater Canyon & Vanowen St.	AM PM	0.617 0.710	B C
7.	Whitsett Ave & Vanowen St.	AM PM	0.728 0.731	C C
8.	Coldwater Canyon Ave & Hamlin St.	AM PM	0.814 0.777	D C
9.	Woodman Ave & Victory Blvd.	AM PM	0.859 0.897	D D
10.	Fulton Ave. & Victory Blvd.	AM PM	0.639 0.635	B B
11.	Ethel Ave & Victory Blvd.	AM PM	0.407 0.517	A A
12.	Morse Ave & Victory Blvd.	AM PM	0.633 0.620	B B
13.	Coldwater Canyon Ave & Victory Blvd	AM PM	0.778 0.779	C C
14.	Whitsett Ave & Victory Blvd	AM PM	0.720 0.853	C D
15.	170 Fwy SB (North Side) & Victory Blvd	AM PM	0.976 0.674	E B
16.	170 Fwy SB (South Side) & Victory Blvd	AM PM	1.202 0.852	F D
17.	170 Fwy NB (North Side) & Victory Blvd	AM PM	0.603 0.735	B C
18.	170 Fwy NB (South Side) & Victory Blvd	AM PM	0.835 0.753	D C
19.	Laurel Canyon Blvd & Victory Blvd	AM PM	0.715 0.768	C C
20.	Fulton Way & Erwin St.	AM PM	0.603 0.286	B A
21.	Fulton Way & Oxnard St.	AM PM	0.679 0.563	B A
22.	Coldwater Canyon Ave. & Oxnard St.	AM PM	0.643 0.564	B A
23.	Whitsett Ave. & Oxnard St.	AM PM	0.763 0.782	C C
24.	Coldwater Canyon Ave. & Burbank Blvd.	AM PM	0.736 0.535	C A

SOURCE: Overland Traffic Consultants, July 2008.

ENVIRONMENTAL IMPACTS

THRESHOLD OF SIGNIFICANCE

An analysis of future traffic conditions in the study area is provided using the same CMA methodology (and corresponding LOS) described earlier in this Draft EIR section. A project is considered to significantly impact an intersection when the volume-to-capacity (V/C) ratio of that intersection exceeds a certain threshold at a particular level LOS. 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 in **Table IV.K-7.**

TABLE IV.K-7
CRITERIA FOR A SIGNIFICANT INTERSECTION IMPACT

City of Los Angeles		
LOS	**Final V/C Value**	**Increase in V/C Value**
C	≤0.70-0.79	+0.04
D	0.80-0.89	+0.02
E, F	≥0.90	+0.01 or more

SOURCE: Overland Traffic Consultants, July 2008.

An analysis of regional impacts in the project area is also required at any CMP monitoring location where a project will contribute 50 or more peak hour trips and/or where a project will contribute more than 150 peak hour trips in either direction for a freeway segment. The CMP defines a significant regional impact as a V/C increase of 0.020 (2 percent) or greater with LOS F conditions.

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 IV.K-8,** provided below**,** describes the freeway LOS definitions.

TABLE IV.K-8 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
SOURCE: Overland Traffic Consultants, July 2008		

The LADOT has also adopted the significance thresholds shown in **Table IV.K-9** for potential neighborhood street impacts based on average daily traffic volumes.

TABLE IV.K-9 NEIGHBORHOOD STREET SIGNIFICANCE CRITERIA	
Projected Daily Trips (Including Project Traffic)	**Project-Related Increase In Final Daily Street Trips**
0 to 999	equal to or greater than 16%
1,000 or more	equal to or greater than 12%
2,000 or more	equal to or greater than 10%
3,000 or more	equal to or greater than 8%
SOURCE: Overland Traffic Consultants, April 2008	

Additionally, if a project does not provide sufficient parking to meet the needs of a project, either through compliance with the City of Los Angeles Municipal Code, or as determined by a demand analysis, then a significant impact will occur.

PROJECT IMPACTS

Project Overview

The traffic study evaluated potential traffic impacts created by a mixed-use development on land which currently has 70,917 square feet of retail, a 32,000 square foot C.V.S Pharmacy, a 4,524 square foot Golan Restaurant, 3,324 square foot Citibank, and 41,141 square foot Health/Fitness Club. The proposed project would consist of the construction of a maximum of 1,500,000 square foot development including 150 unit condominiums (potentially used as apartments initially), a hotel with 230 rooms, a 450,000 square foot office, 100,000 square feet of medical office, a 45,000 square foot health and fitness center, a 2,700 seat theater, and a 285,000 square foot of shopping center.

In addition to the proposed project, this traffic study evaluates the potential traffic impacts associated with the Add Area, where a General Plan Amendment would be incorporated along with this project. Although no development is currently proposed, the Add Area is development which theoretically could be proposed by others.

Traffic impacts for net new trips (after trips from existing uses are deducted, as well as any associated transit or pass-by credits) will determine the extent of any potential project impacts. Section III of this Draft EIR, Project Description, provides extensive discussion of project features and characteristics.

Project Trip Generation and Distribution

Trip generation rates for the proposed project are based on the rates established with LADOT staff using data documented in the 7th Edition Trip Generation handbook, published by the Institute of Transportation Engineers (ITE) and LADOT studies. Trip generation rates and anticipated generation for existing and proposed uses are provided in **Tables IV.K-10 a**nd **IV.K-11**, respectively.

On the basis of the ITE trip generation rates shown in **Table IV.K-10**, estimates of the project's traffic were calculated and are summarized in **Table IV.K-11.** Traffic which was generated by the previous shopping center on the site was reduced from the project traffic. The project is a mixed-use project, which will encourage interaction between the components of the project (internal trips) and is likely to attract some patrons to the health club and shopping center as part of another trip (pass-by trips). As specified by LADOT, a 10 to 20% reduction for the shopping center, theater and health club has been included in the analysis. In keeping with LADOT standards, these reductions were not taken at the site adjacent intersections. As shown in **Table IV.K-11**, the proposed project could be expected to add an average of 18,763 vehicle trips per day with 1,144 morning trips and 1,712 afternoon trips to the roadway network.

TABLE IV.K-10
TRIP GENERATION RATES FOR EXISTING AND PROPOSED USES[1]

ITE Code	Use	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
820	Shopping Center	47.07	1.03	61%	39%	4.39	48%	52%
710	Office	9.44	1.39	88%	12%	1.30	17%	83%
310	Hotel	8.17	0.56	0.34	0.22	0.59	0.31	0.28
492	Health/Fitness Club	32.93	1.21	0.51	0.7	4.05	2.07	1.98
444	Movie Theatre	1.76	0.01	0.01	0.00	0.07	0.03	0.04
230	Residential Condominium	5.86	0.44	0.07	0.37	0.52	0.35	0.17
220	Apartment	6.72	0.51	0.10	0.41	0.62	0.40	0.22
880	Drug Store	90.06	3.20	1.89	1.31	8.42	4.21	4.21
931	High Quality Restaurant	89.95	0.81	0.41	0.4	7.49	5.02	2.47
912	Bank	246.49	12.34	6.91	5.45	45.74	22.87	22.87

[1] Trip generation rate per 1,000 square feet
Shopping Center – rate based on curve fit equations: Daily Ln (Trips)=0.65Ln(Size in sf/1,000sf)+5.83
AM Ln (Trips)=0.6Ln(Size in sf/1,000sf)+2.29
PM Ln (Trips)=0.66Ln(Size in sf/1,000sf)+3.4
Office – rate based on curve fit equations: Daily Ln (Trips)=0.77Ln(Size in sf/1,000sf)+3.65
AM Ln (Trips)=0.8Ln(Size in sf/1,000sf)+1.55
PM Trips=1.12(Size in sf/1,000sf)+78.81

SOURCE: Overland Traffic Consultants, July 2008.

The trip generation associated with the Add Area (Add Areas 1-4) was estimated based upon the methodologies described for the proposed project. **Tables IV.K-12** through **15** detail the trip generation rates and trip generation for the Add Area. Add Area 1 is anticipated to add 183 daily trips with 14 trips during the AM peak hour and 17 trips during the PM peak hour. Add Area 2 is not anticipated to change the existing roadway traffic. Add Area 3 is anticipated to add 1,887 daily trips with 306 fewer trips during the AM peak hour and 246 new trips during the PM peak hour. Add Area 4 is anticipated to add 550 daily trips with 84 new trips during the AM peak hour and 147 new trips during the PM peak hour.

TABLE IV.K-11
NET PROJECT TRIP GENERATION

Existing Shopping Center	Size	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Misc. Retail Total	70,817 SF	5,427	127	77	50	499	240	259
Pass By	10%	(543)	(13)	(8)	(5)	(50)	(24)	(26)
Subtotal		4,884	114	69	45	449	216	233
CVS Pharmacy	32,000 SF	2,882	102	60)	42	270	135	135
Internal Capture	20%	(576)	(20)	(12)	(8)	(54)	(27)	(27)
Pass By	40%	(922)	(33)	(19)	(14)	(86)	(43)	(43)
Subtotal		1,384	49	29	20	130	65	65
Golan Restaurant	4,524 SF	407	4	2	2	34	23	11
Internal Capture	10%	(41)	0	0	0	(3)	(2)	(1)
Pass By	10%	(37)	0	0	0	(3)	(2)	(1)
Subtotal		329	4	2	2	28	19	9
Citibank	3,324 SF	819	41	23	18	152	76	76
Internal Capture	10%	(82)	(4)	(2)	(2)	(16)	(8)	(8)
Pass By	20%	(147)	(7)	(4)	(3)	(28)	(14)	(14)
Subtotal		590	30	17	13	108	54	54
Health/Fitness Club	41,141 SF	1,355	50	21	29	165	84	81
Internal Capture	20%	(271)	(10)	(4)	(6)	(34)	(18)	(16)
Pass By	20%	(217)	(8)	(3)	(5)	(26)	(13)	(13)
Subtotal		867	32	14	18	105	53	52
TOTAL	**151,806 SF**	**8,054**	**229**	**131**	**98**	**820**	**407**	**413**
Proposed Mixed Use Project	**Size**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Shopping Center	285,000 SF	13,415	293	179	114	1,250	600	650
Pass By	10%	(1,342)	(29)	(18)	(11)	(125)	(60)	(65)
Subtotal		12,073	264	161	103	1,125	540	585
Hotel	230 rooms	1,879	129	78	51	135	71	64
Internal Capture	20%	(376)	(26)	(16)	(10)	(27)	(14)	(13)
Subtotal		1,503	103	62	41	108	57	51
Office	450,000 SF	4,248	625	550	75	583	99	484
Medical Office	100,000 SF	3,613	248	196	52	372	100	272
Health Club	45,000 SF	1,482	55	23	32	182	93	89
Internal Capture	20%	(296)	(11)	(5)	(6)	(37)	(19)	(18)
Pass By	20%	(237)	(8)	(4)	(4)	(29)	(15)	(14)
Subtotal		949	36	14	22	116	59	57
Theatre	2,700 seat	4,752	27	27	0	189	81	108
Internal Capture	20%	(950)	(5)	(5)	0	(38)	(16)	(22)
Pass By	10%	(380)	(2)	(2)	0	(16)	(7)	(9)
Subtotal		3,422	20	20	0	135	58	77
Condominium	150 units	1,008	77	15	62	93	60	30
Proposed Project Total		**26,817**	**1,373**	**1018**	**365**	**2,532**	**973**	**1,559**
NET TOTAL		**18,763**	**1,144**	**887**	**257**	**1,712**	**566**	**1,146**

SOURCE: Overland Traffic Consultants. July 2008

TABLE IV.K-12
ADD AREA PARCEL 1 PROJECT TRIP GENERATION RATES AND GENERATION

Description	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Condominium	230	5.86	0.44	0.07	0.37	0.52	0.35	0.17
Mini-Warehouse	151	2.5	0.15	0.09	0.06	0.26	0.13	0.13
Proposed Description	**Size**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Condominium	39 units	229	17	3	14	21	14	7
TOTAL		**229**	**17**	**3**	**14**	**21**	**14**	**7**
Existing Description	**Size**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Self storage	18,414 SF	46	3	2	1	4	2	2
TOTAL	**18,414 SF**	**46**	**3**	**2**	**1**	**4**	**2**	**2**
	NET TOTAL	**183**	**14**	**1**	**13**	**17**	**12**	**5**

Rates are per 1,000 square feet for self storage and per unit for condominium.
SOURCE: Overland Traffic Consultants, July 2008.

TABLE IV.K-13
ADD AREA PARCEL 2 PROJECT TRIP GENERATION RATES AND GENERATION

Description	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Private School	534/520/SANDAG	14.49	11.91	6.55	5.36	1.01	0.30	0.71
Church	560	9.11	0.72	0.39	0.33	0.66	0.34	0.32
Proposed Description	**Size**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Private School	20,255 SF	293	242	133	109	20	6	14
Church	18,356 SF	167	13	7	6	12	6	6
	Subtotal	460	255	140	115	32	12	20
PROPOSED (No changes)		**460**	**255**	**140**	**115**	**32**	**12**	**20**
Existing Description	**Size**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
School	20,255 SF	293	242	133	109	20	6	14
Church	18,356 SF	167	13	7	6	12	6	6
	Subtotal	460	255	140	115	32	12	20
	EXISTING	**460**	**255**	**140**	**115**	**32**	**12**	**20**
	NET TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Rates are per 1,000 square feet.
SOURCE: Overland Traffic Consultants, July 2008.

TABLE IV.K-14
ADD AREA PARCEL 3 PROJECT TRIP GENERATION RATES AND GENERATION[1]

Description	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Apartment	220	6.72	0.51	0.10	0.41	0.62	0.40	0.22
Shopping Center (rate)	820	42.94	1.03	0.63	0.40	3.75	1.80	1.95
Office	710	15.25	2.11	1.86	0.25	2.54	0.43	2.11
Private School	534/520/SANDAG	14.49	11.91	6.55	5.36	1.01	0.30	0.71
Proposed Description	**Size**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Shopping Center	36,000 SF	1,546	37	23	14	135	65	70
Internal Capture	10%	(155)	(3)	(2)	(1)	(14)	(7)	(7)
Pass By	50%	(696)	(18)	(11)	(7)	(61)	(29)	(32)
	Subtotal	695	16	10	6	60	29	31
Office	56,000 SF	854	118	104	14	142	25	117
	Subtotal	854	118	104	14	142	25	117
Multi-family housing	143 units	961	73	14	59	88	57	31
	TOTAL	**2,510**	**207**	**128**	**79**	**290**	**111**	**179**
Existing Description	**Size**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Private School	43,026 SF	623	513	282	231	44	13	31
	EXISTING	**623**	**513**	**282**	**231**	**44**	**13**	**31**
	NET TOTAL	**1,887**	**(306)**	**(154)**	**(152)**	**246**	**98**	**148**

[1] Rates are per 1,000 square feet.

Office – rate based on curve fit equations:
Daily Ln (Trips)=0.77Ln(Size in sf/1,000sf)+3.65
AM Ln (Trips)=0.8Ln(Size in sf/1,000sf)+1.55
PM Trips=1.12(Size in sf/1,000sf)+78.81

SOURCE: Overland Traffic Consultants, July 2008.

TABLE IV.K-15
ADD AREA PARCEL 4 PROJECT TRIP GENERATION RATES AND GENERATION[1]

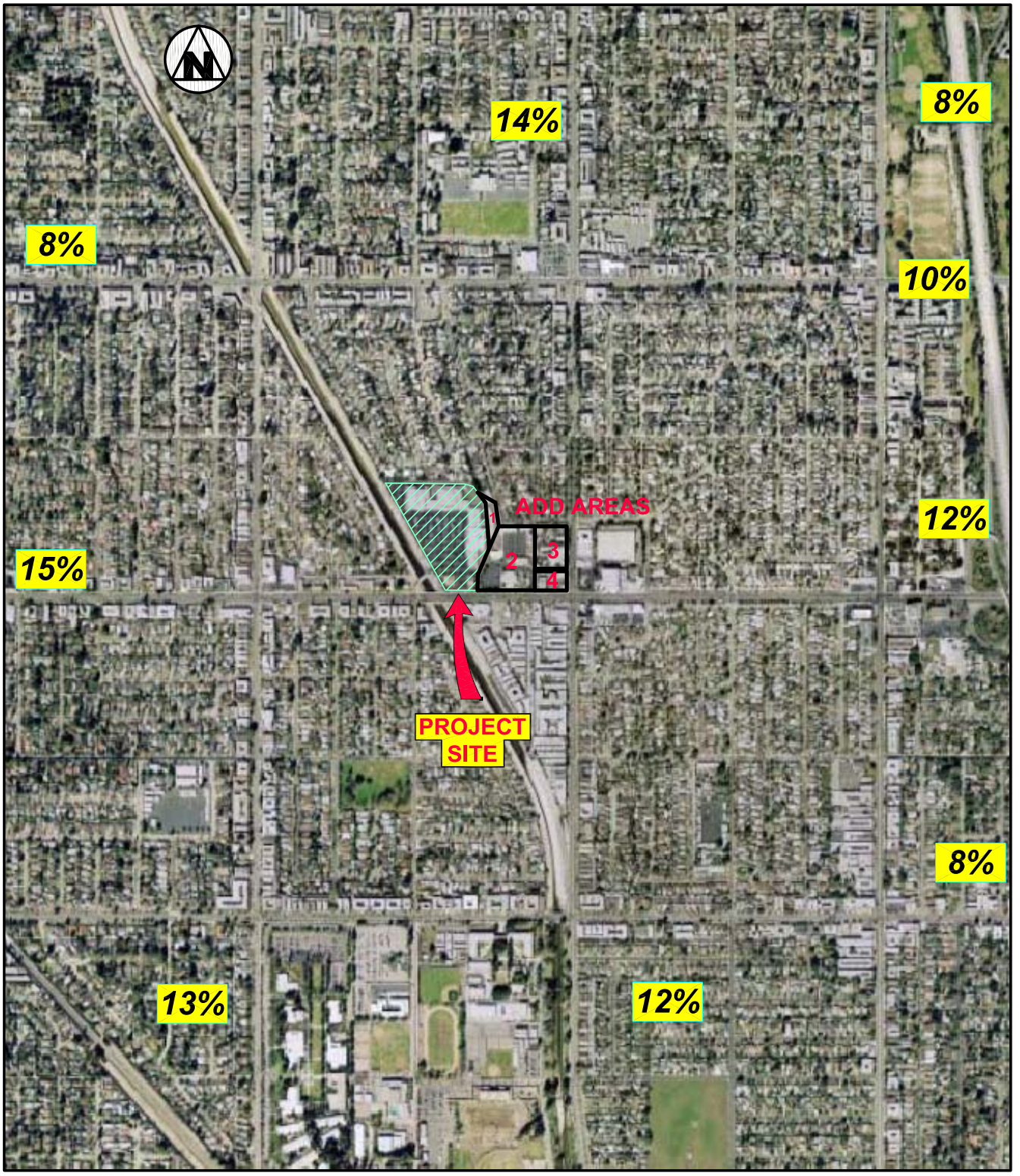
Description	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Shopping Center	820	42.94	1.03	0.63	0.40	3.75	1.80	1.95
Office	710	13.00	1.83	1.61	0.22	1.83	0.31	1.52
Fast Food w/ drive thru	934	496.12	53.11	27.09	26.02	34.64	18.01	16.63
Proposed Description	**Size**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Shopping Center	21,000 SF	902	21	13	8	79	38	41
Internal Capture	10%	(90)	(2)	(1)	(1)	(8)	(4)	(4)
Pass By	50%	(406)	(10)	(6)	(4)	(36)	(17)	(19)
	Subtotal	406	9	6	3	35	17	18
Office	112,000 SF	1,456	205	180	25	205	35	170
PROPOSED PROJECT TOTAL		**1,862**	**214**	**186**	**28**	**240**	**52**	**188**
Existing Description	**Size**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Fast Food	4,792 SF	2,377	255	130	125	166	86	80
Pass By	50%	(1,189)	(128)	(65)	(63)	(83)	(43)	(40)
	Subtotal	1,188	127	65	62	83	43	40
Shopping Center	5,766 SF	248	6	4	2	21	10	11
Pass By	50%	(124)	(3)	(2)	(1)	(11)	(5)	(6)
	Subtotal	124	3	2	1	10	5	5
	EXISTING TOTAL	**1,312**	**130**	**67**	**63**	**93**	**48**	**45**
	NET TOTAL	**550**	**84**	**119**	**(35)**	**147**	**4**	**143**

[1] Rates are per 1,000 square feet.

Office – rate based on curve fit equations:
Daily Ln (Trips)=0.77Ln(Size in sf/1,000sf)+3.65
AM Ln (Trips)=0.8Ln(Size in sf/1,000sf)+1.55
PM Trips=1.12(Size in sf/1,000sf)+78.81

SOURCE: Overland Traffic Consultants, July 2008.

In order to assess project impacts to the local street systems, project generated trips must first be geographically distributed and then assigned to specific routes within the study area. The trip distribution is shown in **Figure IV.K-3**. The distribution of project trips from the project and the Add Area (divided into Add Areas 1-4) are shown in the traffic report. Using the traffic assignment at each intersection and estimated peak hour traffic volumes, the peak hour traffic



SOURCE: Overland Traffic Consultants, Inc.

Figure IV.K-3
Trip Distribution

volumes at each study location have been calculated. This estimated assignment of the combined project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the project at the study intersections.

A primary factor affecting trip direction is the location of the employment centers for the residents and distribution of population which would generate potential office employees and employees and patrons of the of the shopping center, theater, hotel and health/fitness center. The estimated project directional trip distribution used in this analysis was based the location of the employment and population centers and the available freeways and surface streets used to access the project site. **Figure IV.K-3** illustrates the estimated overall project area traffic distribution. The allocation of project traffic volume to the study intersections was calculated by multiplying the assigned distribution percentages as shown in the traffic study (Figures 6a through 6d in Appendix G) to the traffic generation estimates for the proposed project and the Add Area. Since Add Area Parcel 2 does not generate any new traffic it was not included in the analysis. Results of the traffic assignments at the study intersections are shown in the traffic study in Appendix G -- Figures 7a through 7d) for the project site and the Add Area. The project traffic assignment provides the necessary level of detail to analyze the proposed project peak hour traffic impacts at the study locations.

Future Traffic Conditions

Future Conditions Without the Proposed Project

An assessment of future traffic conditions is needed to determine the impact of the project at the time of full occupancy. Future conditions must account for other known or planned projects in the area that could add substantial amounts of new traffic area, as well as for overall assumed growth.

The first step in calculating future traffic conditions is the determination of current 2008 volumes, which is described, in the previous Existing Conditions discussion. Next, a traffic growth factor is applied to develop a future year "baseline" figure. The growth factor accounts for increases in traffic resulting from projects not yet proposed or outside of the study area. Traffic expected to be generated from other known or reasonably foreseeable projects is then added to these baseline traffic volumes to form the basis for a 2013 no-project condition.

A total of 90 projects have been identified as potentially impacting the proposed project study area (see **Table III-3** List of Related Projects). Any of these projects could produce additional traffic at study intersections. 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 included in Appendix G.

Future baseline level of service conditions with ambient growth and related projects added (but without the proposed project) is shown in **Table IV.K-16**.

Analysis of Project Impacts

Future Conditions With the Proposed Project

The project trips were added to the without project conditions. This was done in two scenarios. The first step evaluated potential traffic impacts with the proposed project only. As **Table IV.K-**

16 shows, that future "without project" conditions would span the entire range between LOS A and F during the AM and PM peak hours at study intersections. Future traffic conditions with the proposed project are shown in **Table IV.K-17**. Twenty-two significant Impacts are identified. These impacts occur at Fulton Avenue & Sherman Way during the PM Peak Hour, Coldwater Canyon Avenue and Sherman Way during the PM Peak Hour, Sherman Way and Whitsett Avenue during the AM and PM Peak Hour, Vanowen Street and Woodman Avenue during the AM and PM Peak Hour, Fulton Avenue and Vanowen Street during the AM and PM Peak Hour, Coldwater Canyon Avenue and Vanowen Street during the AM and PM Peak Hour, Vanowen Street and Whitsett Avenue during the PM Peak Hour, Coldwater Canyon Avenue and Hamlin Street during the AM and PM Peak Hour, Victory Boulevard and Woodman Avenue during the AM and PM Peak Hour, Fulton Avenue and Victory Boulevard during the AM and PM Peak Hour, Ethel Avenue and Victory Boulevard during the AM and PM Peak Hour, Morse Avenue and Victory Boulevard during the AM and PM Peak Hour, Coldwater Canyon Avenue and Victory Boulevard during the AM and PM Peak Hour, Victory Boulevard and Whitsett Avenue during the AM and PM Peak Hour, Victory Blvd and Hollywood Freeway Southbound Ramp (North Side) during the PM Peak Hour, Victory Blvd and Hollywood Freeway Southbound Ramp (South Side) during the AM and PM Peak Hour, Victory Blvd and Hollywood Freeway Northbound Ramp (North Side) during the PM Peak Hour, Victory Blvd and Hollywood Freeway Northbound Ramp (South Side) during the AM and PM Peak Hour, Laurel Canyon and Victory Boulevard during the AM and PM Peak Hour, Fulton Avenue and Oxnard Street during the PM Peak Hour, Coldwater Canyon Avenue and Oxnard Street during the AM and PM Peak Hour, and Oxnard Street and Whitsett Avenue during the PM Peak Hour.

The impact analysis does not consider any changes to the intersections as may be required of the Add Area or other projects in the vicinity. Some projects will implement traffic reduction programs and existing businesses may implement or strengthen in-place programs. Thus, the analysis is considered to be a conservative estimate of future traffic.

Future Conditions With the Proposed Project + Add Area

Future traffic conditions with the proposed project and the Add Area (Parcels 1-4) are shown in **Table IV.K-18.** Twenty-two significant traffic impacts are identified. These impacts occur at the same intersections as the project analysis.

Future volumes that would occur with the addition of the proposed project and the Add Area during the AM and PM peak hours are shown in the traffic report included as Appendix G to this EIR.

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.

TABLE IV.K-16
FUTURE TRAFFIC CONDITIONS WITHOUT PROJECT

No.	Intersection	Peak Hour	Existing		Future Without Project		Growth
			v/c	LOS	v/c	LOS	
1.	Fulton Ave. & Sherman Way	AM	0.484	A	0.574	A	0.090
		PM	0.634	B	0.785	C	0.151
2.	Coldwater Canyon Ave. & Sherman Way	AM	0.595	A	0.695	B	0.100
		PM	0.570	A	0.672	B	0.102
3.	Whitsett Ave. & Sherman Way	AM	0.766	C	0.913	E	0.147
		PM	0.769	C	0.911	E	0.142
4.	Woodman Ave. & Vanowen St.	AM	0.853	D	0.980	E	0.127
		PM	0.798	C	0.938	E	0.140
5.	Fulton Ave. & Vanowen St.	AM	0.638	B	0.752	C	0.114
		PM	0.609	B	0.751	C	0.142
6.	Coldwater Canyon Ave. & Vanowen St.	AM	0.617	B	0.725	C	0.108
		PM	0.710	C	0.841	D	0.131
7.	Whitsett Ave. & Vanowen St.	AM	0.728	C	0.847	D	0.119
		PM	0.731	C	0.866	D	0.135
8.	Coldwater Canyon Ave. & Hamlin St.	AM	0.814	D	0.909	E	0.095
		PM	0.777	C	0.917	E	0.140
9.	Woodman Ave. & Victory Blvd.	AM	0.859	D	0.995	E	0.136
		PM	0.897	D	1.086	F	0.189
10.	Fulton Ave. & Victory Blvd.	AM	0.639	B	0.763	C	0.124
		PM	0.635	B	0.818	D	0.183
11.	Ethel Ave. & Victory Blvd.	AM	0.407	A	0.505	A	0.098
		PM	0.517	A	0.680	B	0.163
12.	Morse Ave. & Victory Blvd.	AM	0.633	B	0.741	C	0.108
		PM	0.620	B	0.789	C	0.169
13.	Coldwater Canyon Ave. & Victory Blvd.	AM	0.778	C	0.910	E	0.132
		PM	0.779	C	1.000	F	0.221
14.	Whitsett Ave. & Victory Blvd.	AM	0.720	C	0.856	D	0.136
		PM	0.853	D	1.058	F	0.205
15.	170 FWY SB (North Side) & Victory Blvd.	AM	0.563	A	0.666	B	0.103
		PM	0.674	B	0.856	D	0.182
16.	170 FWY SB (South Side) & Victory Blvd.	AM	1.202	F	1.396	F	0.194
		PM	0.852	D	1.108	F	0.256
17.	170 FWY NB (North Side) & Victory Blvd.	AM	0.603	B	0.718	C	0.115
		PM	0.735	C	0.940	E	0.205
18.	170 FWY NB (South Side) & Victory Blvd.	AM	0.835	D	0.988	E	0.153
		PM	0.753	C	0.993	E	0.240
19.	Laurel Canyon Blvd. & Victory Blvd.	AM	0.715	C	0.917	E	0.202
		PM	0.768	C	1.062	F	0.294
20.	Fulton Way & Erwin St.	AM	0.603	B	0.717	C	0.114
		PM	0.286	A	0.381	A	0.095
21.	Fulton Way & Oxnard St.	AM	0.679	B	0.796	C	0.117
		PM	0.563	A	0.680	B	0.117
22.	Coldwater Canyon Ave. & Oxnard St.	AM	0.643	B	0.754	C	0.111
		PM	0.564	A	0.665	B	0.107
23.	Whitsett Ave. & Oxnard St.	AM	0.763	C	0.886	D	0.123
		PM	0.782	C	0.884	D	0.102
24.	Coldwater Canyon Ave. & Burbank Blvd.	AM	0.736	C	0.855	D	0.119
		PM	0.535	A	0.674	B	0.139

SOURCE: Overland Traffic Consultants, Inc., July 2008.

TABLE IV.K-17
FUTURE TRAFFIC CONDITIONS WITH PROJECT ONLY

No.	Intersection	Peak Hour	Future Without Project			Future With Project		Impact	Sig?
			v/c	LOS	Growth	v/c	LOS		
1.	Fulton Ave. & Sherman Way	AM	0.574	A	0.090	0.580	A	0.006	NO
		PM	0.785	C	0.151	0.807	D	0.022	**YES**
2.	Coldwater Canyon Ave. & Sherman Way	AM	0.695	B	0.100	0.731	C	0.036	NO
		PM	0.672	B	0.102	0.718	C	0.046	**YES**
3.	Whitsett Ave. & Sherman Way	AM	0.913	E	0.147	0.926	E	0.013	**YES**
		PM	0.911	E	0.142	0.953	E	0.042	**YES**
4.	Woodman Ave. & Vanowen St.	AM	0.980	E	0.127	1.004	F	0.024	**YES**
		PM	0.938	E	0.140	0.953	E	0.015	**YES**
5.	Fulton Ave. & Vanowen St.	AM	0.752	C	0.114	0.793	C	0.041	**YES**
		PM	0.751	C	0.142	0.800	C	0.049	**YES**
6.	Coldwater Canyon Ave. & Vanowen St.	AM	0.725	C	0.108	0.793	C	0.068	**YES**
		PM	0.841	D	0.131	0.873	D	0.032	**YES**
7.	Whitsett Ave. & Vanowen St.	AM	0.847	D	0.119	0.861	D	0.014	NO
		PM	0.866	D	0.135	0.918	E	0.052	**YES**
8.	Coldwater Canyon Ave. & Hamlin St.	AM	0.909	E	0.095	0.985	E	0.076	**YES**
		PM	0.917	E	0.140	1.031	F	0.114	**YES**
9.	Woodman Ave. & Victory Blvd.	AM	0.995	E	0.136	1.026	F	0.031	**YES**
		PM	1.086	F	0.189	1.144	F	0.058	**YES**
10.	Fulton Ave. & Victory Blvd.	AM	0.763	C	0.124	0.856	D	0.093	**YES**
		PM	0.818	D	0.183	0.916	E	0.098	**YES**
11.	Ethel Ave. & Victory Blvd.	AM	0.505	A	0.098	0.708	C	0.203	**YES**
		PM	0.680	B	0.163	1.022	F	0.342	**YES**
12.	Morse Ave. & Victory Blvd.	AM	0.741	C	0.108	0.963	E	0.222	**YES**
		PM	0.789	C	0.169	1.165	F	0.376	**YES**
13.	Coldwater Canyon Ave. & Victory Blvd.	AM	0.910	E	0.132	1.053	F	0.143	**YES**
		PM	1.000	F	0.221	1.244	F	0.244	**YES**
14.	Whitsett Ave. & Victory Blvd.	AM	0.856	D	0.136	0.936	E	0.080	**YES**
		AM	1.058	F	0.205	1.128	F	0.070	**YES**
15.	170 FWY SB (North Side) & Victory Blvd.	AM	0.666	B	0.103	0.701	C	0.035	NO
		PM	0.856	D	0.182	0.878	D	0.022	**YES**
16.	170 FWY SB (South Side) & Victory Blvd.	AM	1.396	F	0.194	1.412	F	0.016	**YES**
		PM	1.108	F	0.256	1.178	F	0.070	**YES**
17.	170 FWY NB (North Side) & Victory Blvd.	AM	0.718	C	0.115	0.740	C	0.022	NO
		PM	0.940	E	0.205	0.954	E	0.014	**YES**
18.	170 FWY NB (South Side) & Victory Blvd.	AM	0.988	E	0.153	0.998	E	0.010	YES
		PM	0.993	E	0.240	1.038	F	0.045	**YES**
19.	Laurel Canyon Blvd & Victory Blvd.	AM	0.917	E	0.202	0.930	E	0.013	YES
		PM	1.062	F	0.294	1.079	F	0.017	**YES**
20.	Fulton Way & Erwin St.	AM	0.717	C	0.114	0.732	C	0.015	NO
		PM	0.381	A	0.095	0.468	A	0.087	NO
21.	Fulton Way & Oxnard St.	AM	0.796	C	0.117	0.813	D	0.017	NO
		PM	0.680	B	0.117	0.741	C	0.061	**YES**
22.	Coldwater Canyon Ave. & Oxnard St.	AM	0.754	C	0.111	0.802	D	0.048	**YES**
		PM	0.665	B	0.107	0.739	C	0.074	**YES**
23.	Whitsett Ave. & Oxnard St.	AM	0.886	D	0.123	0.896	D	0.010	NO
		PM	0.884	D	0.102	0.918	E	0.034	**YES**
24..	Coldwater Canyon Ave. & Burbank Blvd.	AM	0.855	D	0.119	0.862	D	0.007	NO
		PM	0.674	B	0.139	0.689	B	0.015	NO

SOURCE: Overland Traffic Consultants, Inc., July 2008.

TABLE IV.K-18
FUTURE TRAFFIC CONDITIONS WITH PROJECT AND ADD AREA

No.	Intersection	Peak Hour	Future Without Project		Future With/ Project + Add Area		Impact	Sig?
			v/c	LOS	v/c	LOS		
1.	Fulton Ave. & Sherman Way	AM	0.574	A	0.576	A	0.002	NO
		PM	0.785	C	0.813	D	0.028	**YES**
2.	Coldwater Canyon Ave. & Sherman Way	AM	0.695	B	0.730	C	0.035	NO
		PM	0.672	B	0.729	C	0.057	**YES**
3.	Whitsett Ave. & Sherman Way	AM	0.913	E	0.920	E	0.007	NO
		PM	0.911	E	0.963	E	0.052	**YES**
4.	Woodman Ave. & Vanowen St.	AM	0.980	E	1.003	F	0.023	**YES**
		PM	0.938	E	0.956	E	0.018	**YES**
5.	Fulton Ave. & Vanowen St.	AM	0.752	C	0.786	C	0.034	NO
		PM	0.751	C	0.812	D	0.061	**YES**
6.	Coldwater Canyon Ave. & Vanowen St.	AM	0.725	C	0.791	C	0.066	**YES**
		PM	0.841	D	0.882	D	0.041	**YES**
7.	Whitsett Ave. & Vanowen St.	AM	0.847	D	0.859	D	0.012	NO
		PM	0.866	D	0.931	E	0.065	**YES**
8.	Coldwater Canyon Ave. & Hamlin St.	AM	0.909	E	0.971	E	0.062	**YES**
		PM	0.917	E	1.047	F	0.130	**YES**
9.	Woodman Ave. & Victory Blvd.	AM	0.995	E	1.025	F	0.030	**YES**
		PM	1.086	F	1.158	F	0.072	**YES**
10.	Fulton Ave. & Victory Blvd.	AM	0.763	C	0.846	D	0.083	**YES**
		PM	0.818	D	0.939	E	0.121	**YES**
11.	Ethel Ave. & Victory Blvd.	AM	0.505	A	0.664	B	0.159	NO
		PM	0.680	B	1.105	F	0.425	**YES**
12.	Morse Ave. & Victory Blvd.	AM	0.741	C	0.891	D	0.150	**YES**
		PM	0.789	C	1.257	F	0.468	**YES**
13.	Coldwater Canyon Ave. & Victory Blvd.	AM	0.910	E	1.031	F	0.121	**YES**
		PM	1.000	F	1.301	F	0.301	**YES**
14.	Whitsett Ave. & Victory Blvd.	AM	0.856	D	0.928	E	0.072	**YES**
		PM	1.058	F	1.146	F	0.088	**YES**
15.	170 FWY SB (North Side) & Victory Blvd.	AM	0.666	B	0.699	B	0.033	NO
		PM	0.856	D	0.882	D	0.026	**YES**
16.	170 FWY SB (South Side) & Victory Blvd.	AM	1.396	F	1.402	F	0.006	NO
		PM	1.108	F	1.196	F	0.088	**YES**
17.	170 FWY NB (North Side) & Victory Blvd.	AM	0.718	C	0.739	C	0.021	NO
		PM	0.940	E	0.957	E	0.017	**YES**
18.	170 FWY NB (South Side) & Victory Blvd.	AM	0.988	E	0.991	E	0.003	NO
		PM	0.993	E	1.049	F	0.056	**YES**
19.	Laurel Canyon Blvd & Victory Blvd.	AM	0.917	E	0.927	E	0.010	**YES**
		PM	1.062	F	1.084	F	0.022	**YES**
20.	Fulton Way & Erwin St.	AM	0.717	C	0.721	C	0.004	NO
		PM	0.381	A	0.494	A	0.113	NO
21.	Fulton Way & Oxnard St.	AM	0.796	C	0.803	D	0.007	NO
		PM	0.680	B	0.756	C	0.076	**YES**
22.	Coldwater Canyon Ave & Oxnard St.	AM	0.754	C	0.798	C	0.044	YES
		PM	0.665	B	0.757	C	0.092	**YES**
23.	Whitsett Ave. & Oxnard St.	AM	0.886	D	0.889	D	0.003	NO
		PM	0.884	D	0.927	E	0.043	**YES**
24..	Coldwater Canyon Ave. & Burbank Blvd.	AM	0.855	D	0.857	D	0.002	NO
		PM	0.674	B	0.692	B	0.018	NO

SOURCE: *Traffic Impact Analysis for a Proposed Mixed Use Development-The Victory Plaza at the Glen,* Overland Traffic Consultants, Inc., July 2008. Note add areas have a negative trip generation on some sites due to a less intense land use proposed. This creates a lower impact than with the project alone in some instances. Add Area 3 creates over 300 fewer trips in the morning peak hour than currently exist. This reduction of trips during the AM peak hour reduces the volume/capacity at many of the study intersections from with the proposed project alone during the morning peak hour.

As with future "without project" conditions, study intersections would span the entire range between LOS A and F during the AM and PM peak hours. Similar to the "project only" scenario, the project with Add Area could impact the same 22 intersections. This would be considered a significant impact.

Congestion Management Program Review

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 0.20 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 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 IV.K-19** for both the proposed project only and proposed project with the Add Areas. This would be considered a less than significant impact.

TABLE IV.K-19
FREEWAY CONDITIONS ANALYSIS

Freeway Evaluation with Project Only

Location	Time Period	Freeway Capacity	Existing 2008 Volume	D/C	LOS	Future (2013) Without Project Volume	Future (2013) Without Project D/C	Future (2013) Without Project LOS	Added Project Traffic	Future (2011) With Project Volume	Future (2011) With Project D/C	Future (2011) With Project 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%
			Existing 2008 Volume	**D/C**	**LOS**	**Future (2025) Without Project Volume**	**Future (2025) Without Project D/C**	**Future (2025) Without Project LOS**	**Added Project Traffic**	**Future (2025) With Project Volume**	**Future (2025) With Project D/C**	**Future (2025) With Project LOS**	**Impact**
	Daily		189,500			221,715			1501	223,216			
	Peak Hour	19,600	15,400	0.786	D	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	Future (2013) Without Project D/C	Future (2013) Without Project LOS	Added Project Traffic	Future (2011) With Project Volume	Future (2011) With Project D/C	Future (2011) With Project 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%
			Existing 2008 Volume	**D/C**	**LOS**	**Future (2025) Without Project Volume**	**Future (2025) Without Project D/C**	**Future (2025) Without Project LOS**	**Added Project Traffic**	**Future (2025) With Project Volume**	**Future (2025) With Project D/C**	**Future (2025) With Project LOS**	**Impact**
	Daily		189,500			221,715			1710	223,425			
	Peak Hour	19,600	15,400	0.786	D	18,018	0.919	D	170	18,188	0.928	E	0.9%

D/C = demand over capacity

SOURCE: Overland traffic Consultants, Inc, July 2008

Residential Street 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 Victory Plaza 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 the future without project condition. A comparison of the future without and future with project conditions (with the proposed project only since the Add Area would not utilize these residential streets) was then conducted by the percent increase in traffic.

Traffic Volumes for existing, future without project, and future with project conditions along Erwin Street and Ethel Avenue are shown in **Table IV.K-20**. As demonstrated in the table, the project would exceed the significant impact criteria along both street segments. 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 proposed project. The addition of the project creates significant impacts along both roadway segments.

It is proposed that the developer, along with LADOT and the community would work together to develop a neighborhood protection plan that is agreeable and discourages cut through traffic. 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. 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 would not increase these traffic volumes. This would be considered a less than significant impact.

TABLE IV.K-20
RESIDENTIAL STREET SEGMENT ANALYSIS

Location	ERWIN STREET EAST OF FULTON AVENUE						
	Existing 2008	Future Without 2013		Future With Project			% Impact
Volumes:	Volume	Ambient	Total	%*	Volume	Total	
Eastbound	771	77	848	7%	657	1,505	43.65%
Westbound	890	89	979	7%	657	1,636	40.16%
Total	1,661		1,827		1,314	3,141	41.83%
Location	**ETHEL AVENUE SOUTH OF VICTORY BOULEVARD**						
	Existing 2008	Future Without 2013		Future With Project			% Impact
Volumes:	Volume	Ambient	Total	%*	Volume	Ambient	Total
Northbound	1,706	171	1,877	11%	1,032	2,909	35.48%
Southbound	1,797	180	1,977	11%	1,032	3,009	34.30%
Total	3,503		3,854		2,064	5,918	34.88%
	DAILY PROJECT		18,763				

SOURCE: Overland Traffic Consultants, Inc. July 2008
* Percent of project traffic

Transit Analysis

The proposed 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 IV.K-21.**

The project would not conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). The project's transit plaza would connect to transit (the existing bus line along Victory and the on-site trolley) and the applicant is working with the City to try to extend the DASH line to the site and connect to the Orange line Busway (alternatively the project could include a shuttle to the Orange Line). The anticipated level of transit increase from the project could affect the current ridership of the transit services in the area. However, the project proposes additional transit enhancements (transit plaza with bicycle racks) as described in the Project Description. It is anticipated that the transit plaza will further increase and accommodate transit ridership. The project would connect to the bike/pedestrian path in the Tujunga wash Greenway, and would facilitate it's crossing of Victory Boulevard and the (reconfigured) Ethel Avenue.

TABLE IV.K-21 TRANSIT TRIPS			
	DAILY	**AM PEAK HOUR**	**PM PEAK HOUR**
Plaza Project Trips	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**
Plaza+Add Area Trips	21,383	936	2,122
Person Trips (trips x1.4)	29,936	1,310	2,971
Transit Trips (person trips x 3.5%)	**1,048**	**46**	**104**
SOURCE: Overland Traffic Consultants, Inc., July 2008.			

Site Access and Parking

Proposed Project

Vehicular access to parking would be provided from a driveway off of Ethel Avenue and a driveway off of Victory Boulevard. The northeast corner of Ethel Avenue and Victory Boulevard would be enhanced for the new center driveway with portion of the Tujunga Wash covered and a new transit plaza. The driveway directly off of Victory Boulevard would be located west of the projection of Morse Avenue. A traffic signal is proposed (as mitigation) at this location incorporating Morse Avenue. Installation of the traffic signal would improve operations and increase pedestrian safety at this location for both vehicular and pedestrian traffic. It would provide connectivity to the center providing for a protected crossing of the intersection for pedestrians.

Pedestrians and bicyclists in the project area will encounter enhanced sidewalks and crosswalks within the project. Currently those using the Tujunga Wash Greenway are channelized from the West side to Ethel Avenue where there are no bicycle or pedestrian amenities and are channelized from the East side to the shopping center parking lot. The proposed project will eliminate these hazards and create a safe means of travel through the enhanced sidewalks and crosswalks.

The proposed project would provide a total of 3,312 parking spaces (see II. Project Description). A shared parking analysis was prepared for the proposed project in July 2008 by Overland Traffic Consultants. The study analyzed future parking supply and estimated peak parking demands to ensure that the proposed project would provide sufficient parking to accommodate the parking demand. A conservative assumption of 100,000 square feet as restaurant was incorporated into the analysis since the parking demand for a restaurant is higher. It was further assumed that half of the restaurants would be quality sit down restaurants and the half would be more of a family restaurant. In addition, two spaces per resident would be set aside for their exclusive use without sharing with the commercial components of the project. The resident guest spaces however, would be shared with the rest of the center.

City parking requirements for the sum of the individual uses were calculated by applying the zoning code per Section 12.21 A 4. Residential parking was calculated at 2 spaces per unit plus 0.25 spaces per unit for guest parking which is the standard practice by the City Planning

Department subdivision section. As shown below in **Table IV.K-22** a total of 4,570 parking spaces have been calculated for the sum of the individual uses within the proposed mixed-use project.

TABLE IV.K-22
CITY OF LOS ANGELES CODE PARKING REQUIREMENTS AND PRACTICES

Land Use	Size	Parking Ratio Spaces/Size	Required Parking
Retail	185,000 SF	4 per 1,000 SF	740
Restaurant	100,000 SF	10 per 1,000 SF	1,000
Theatre	2,700 seats	1 every 5 seats	540
Health Club	45,000 SF	10 per 1,000 SF	450
Hotel	230 rooms	1 per room-1st 30 rooms	30
		1 per 2 rooms-next 30 rooms	15
		1 per 3 rooms-remaining	57
Condominiums	150 units	2 per unit resident	300
		0.25 per unit guest	38
Office	550,000 SF	2 per 1,000 SF	900
Medical Office	100,000 SF	5 per 1,000 SF	500
		TOTAL	4,570

SOURCE*:* *Shared Parking Analysis*, Overland Traffic Consultants, July 2008

Shared parking assumes that a single parking space can be used to serve two or more individual uses without conflict. A shared parking analysis shows that combining compatible land uses in a single development results in less parking demand then would be required for separate freestanding developments of similar size. Section 12.24 X 20 of the Los Angeles City Code allows for a reduction in parking based on a shared parking analysis.

Peak parking demands differ between the different commercial land uses. This variation in the peak accumulation of parking demand for different uses allows the implementation of shared parking. Office parking demand peaks during the mid-day while theater and health club uses peak in the evening. Residential parking demand peaks during the evening and night when the residents are home and offices are typically closed. The residents' personal parking was preserved with 2 spaces per unit for their individual use indiscriminately. The standard one quarter space per unit for guest parking was considered as part of the shared parking analysis. In addition, the presence of an on-site residential population can reduce the commercial parking demands and on-site large office can reduce the parking demand for the retail, restaurant, theater and health club since the employees and visitors may patronage these sites.

The Urban Land Institute (ULI) Shared Parking report has been used as the data source for the creation of the individual parking accumulation profiles and peak demand adjustments. The ULI parking accumulation profiles show the variation in the parking demand during different hours of

the day for each proposed use and in some cases for different seasons. For instance shopping center parking demand increases in the summer and winter holiday season. Following the recommendations by ULI, downward adjustments to the peak hour parking demand factors (i.e., city code) have been made to account for the projects proximity to transit services and captive market effects (where an employee of the office visits the health club or shopping center or a patron of the shopping center or hotel visitor goes to the theater etc.). These adjustments include a 10% captive factor for the shopping center, hotel and restaurant, a 20% captive factor for the health club, and a 30% captive factor for the theater. A very conservative 10% adjustment for transit proximity and enhancements was incorporated. It is anticipated that the transit usage would be much higher due to the transit facilities being provided by the proposed project.

The Traffic Study (Appendix G) includes a summary of land uses, their code required parking broken down to employee and visitor/patron parking rates based on code and the reductions for internal capture and transit usage displayed. Additionally, hourly variations for the weekday and weekend parking demand for each use as reported by the Urban Land Institute (ULI) and as used in other shared parking studies in the City of Los Angeles are presented in Appendix G.

The peak hourly parking demand per use is added together in the shared parking model to estimate the overall parking demand for the mixed-use project. The results of the shared parking model are included in Appendix G for the weekday and weekend. The analysis shows a peak parking demand of 3,006 parking spaces at 1:00 PM during a weekday afternoon and 2, 682 parking spaces during a weekend morning at 11:00 AM. The weekday and weekend parking accumulation profiles are also included as figures in the Appendix. The proposed project would provide 3,312 parking spaces, thereby exceeding the peak parking demand for both weekday and weekend afternoons. This would be considered a less than significant impact.

Add Area

As the Add Areas are proposed for development parking would be addressed. For purposes of this analysis in the absence of any specific development proposals, it is assumed that any Add Area development would provide parking sufficient to meet Code requirements and no significant parking impacts would be expected. Code would require the following: Add area 1 would require 88 parking spaces, Add Area 2 doesn't change from what it is; Add Area 3 would require 449 spaces assuming apartments at 20% studio, 60% one bedroom and 20% two bedroom and assuming shopping center is 20% restaurant; Add Area 4 would require 295 spaces assuming 20% restaurant in shopping center. It is assumed that access to the Add Area(s) would be designed in coordination with LADOT and that there would be no potential for a significant adverse impact.

Construction Staging

Construction activity on both the project site and the Add Area sites would result in heavy equipment being moved on and off site and in the removal of dirt and delivery of materials (concrete, steel, etc.).

Heavy equipment (particularly that not involved with the removal of export dirt from the site) would be moved onto and off of the site as infrequently as possible, and would be staged on-site during ongoing demolition and construction operations to the fullest extent possible given

site constraints and the construction schedule. In order to maintain as little interference as possible with on-street traffic movement, the project would not conduct construction activities that impede into the roadway during peak travel times. It is anticipated that, given the large area of the site, project construction could be substantially staged on-site. Any construction activity during peak time periods would be conducted on-site only and every effort would be made to maintain construction activities on-site.

MITIGATION MEASURES

IV.K-1 The applicant for the proposed project would design and implement an on-site Multi-Modal Transit center that would include a transit plaza to facilitate on-site transit connections to existing bus routes and a potential DASH re-routing.

The following physical improvements would be designed and constructed to the satisfaction of the Department of Transportation and Bureau of Engineering.

IV.K-2 The applicant would design and implement changes to the Intersection of Ethel Ave. and Victory Blvd. The intersection will be partially mitigated to a less-than-significant level by installing a westbound right-turn lane and southbound left, shared left/through lane and right-turn lane. A further mitigation measure at this intersection includes a shift in traffic from this intersection to Morse Avenue and Victory Boulevard due to a change in striping at that intersection. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.

IV.K-3 The applicant would design and implement changes to the intersection of Morse Ave. and Victory Blvd. This stop controlled intersection will be fully mitigated to a less-than-significant level by installing a new traffic signal if found warranted by DOT. DOT is concerned with the Church driveway on the north side of the street, with potentially high volumes at times, this driveway may also have to be signalized as part of this intersection. A further mitigation at this intersection requires that there be a southbound left and shared left/right turn lane installed at the shopping center driveway on the north side of Victory Boulevard. A detailed striping layout plan is required prior to signal approval. In the event that the signal is found to be not warranted, the applicant shall identify a substitute mitigation measure that must receive the approval of DOT.

IV.K-4 The intersection of Coldwater Canyon Ave. and Victory Boulevard will be fully mitigated to a less-than-significant level by providing left-turn phasing for northbound and southbound directions. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.

IV.K-5 The applicant for the proposed project would be responsible to design and implement the changes to the intersection of 170 Freeway Southbound (North Side) and Victory Boulevard. The intersection will be partially mitigated to a less-than significant level by installing a westbound right-turn lane on the southbound freeway ramp from the existing curb lane within the existing right-of-way. Buffer the right-turn westerly with striping to provide a free right-turn lane from the off ramp. These improvements will require Caltrans approval and must be completed before the issuance of the final certificate of occupancy. In the event that these mitigation measures turn out to be not feasible, the

developer must provide alternative mitigations to mitigate the project impact at this location.

IV.K-6 The applicant would implement the changes to the intersection of 170 Freeway Southbound (South side) and Victory Boulevard. This intersection will be fully mitigated to less-than significant level by converting 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 off-ramp. These improvements will require Caltrans approval and must be completed before the issuance of the final certificate of occupancy. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.

IV.K-7 The applicant would design and implement the changes to the intersection of 170 Freeway Northbound (South side) and Victory Boulevard. This intersection will be partially mitigated to a less-than significant level by converting 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. The developer must check with Caltrans to determine the feasibility of this improvement. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.

IV.K-8 The applicant would develop a Transportation Demand Management Program according to guidelines established by Ordinance No. 168,700.

IV.K-9 The applicants (for the project and Add Area sites) shall prepare and implement a Worksite Traffic Control Plan for construction activities subject to approval by the Los Angeles Department of Transportation; the plan shall address any potential lane closures, the use of flag men as appropriate and timing of materials deliveries and dirt hauling.

IV.K-10: The Project Manager shall communicate with the Principal and Pastor of St. Jane Frances School and Parish, respectively, on a monthly basis regarding the expected start and end times of each construction phase and to provide timely notice of specific impacts to school bus, church shuttle, vehicular, and pedestrian routes (such as lane or street closures), allowing sufficient time (at least two weeks) for parents and students to be informed and plan ahead for such disruptions.

IV.K-11: The developer shall develop a neighborhood protection plan in consultation with LADOT and the community that is agreeable and discourages cut through traffic. The neighborhood protection plan shall include the installation of 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.

IV.K-12: The project applicant shall develop and submit a shared parking program for review and approval by the Department of City Planning.

Implementation of these improvements would reduce significant impacts. However, the effectiveness of the trip reduction factors associated with the multi-modal transit center could not be fully determined at this time. Therefore, after mitigation, three intersections would be mitigated to a level of insignificance with 19 intersections remaining as significant unavoidable traffic impacts. **Table IV.K-23** shows the resultant improvements calculations.

TABLE IV.K-23
FUTURE TRAFFIC CONDITIONS WITH PROJECT + MITIGATION

No	Intersection	Peak Hour	Future Without Project		Future With Project		Future with Project after Mitigation			
			v/c	LOS	v/c	LOS	v/c	LOS	Impact	Mit?
1	Fulton Ave & Sherman Way	AM	0.574	A	0.580	A	0.579	A	0.005	N/A
		PM	0.785	C	0.807	D	0.805	D	0.020	NO
2.	Coldwater Canyon Ave & Sherman Way	AM	0.695	B	0.731	C	0.727	C	0.032	N/A
		PM	0.672	B	0.718	C	0.713	C	0.041	NO
3.	Whitsett Ave & Sherman Way	AM	0.913	E	0.926	E	0.925	E	0.012	NO
		PM	0.911	E	0.953	E	0.949	E	0.038	NO
4.	Woodman Ave & Vanowen St	AM	0.980	E	1.004	F	1.002	F	0.022	NO
		PM	0.938	E	0.953	E	0.951	E	0.013	NO
5.	Fulton Ave & Vanowen St	AM	0.752	C	0.793	C	0.789	C	0.037	YES
		PM	0.751	C	0.800	C	0.795	C	0.044	NO
6.	Coldwater Canyon Ave & Vanowen St	AM	0.725	C	0.793	C	0.786	C	0.061	NO
		PM	0.841	D	0.873	D	0.869	D	0.028	NO
7.	Whitsett Ave & Vanowen St	AM	0.847	D	0.861	D	0.860	D	0.013	N/A
		PM	0.866	D	0.918	E	0.913	E	0.047	NO
8.	Coldwater Canyon Ave & Hamlin St	AM	0.909	E	0.985	E	0.978	E	0.069	NO
		PM	0.917	E	1.031	F	1.020	F	0.103	NO
9.	Woodman Ave & Victory Blvd	AM	0.995	E	1.026	F	1.023	F	0.028	NO
		PM	1.086	F	1.144	F	1.138	F	0.052	NO
10.	Fulton Ave & Victory Blvd	AM	0.763	C	0.856	D	0.847	D	0.084	NO
		PM	0.818	D	0.916	E	0.906	E	0.088	NO
11.	Ethel Ave & Victory Blvd	AM	0.505	A	0.708	C	0.587	A	0.082	YES
		PM	0.680	B	1.022	F	0.833	D	0.153	NO
12.	Morse Ave. & Victory Blvd	AM	0.741	C	0.963	E	0.624	B	-0.117	YES
		PM	0.789	C	1.165	F	0.740	C	-0.049	YES
13.	Coldwater Canyon Ave & Victory Blvd	AM	0.910	E	1.053	F	0.964	E	0.054	NO
		PM	1.000	F	1.244	F	1.113	F	0.113	NO
14.	Whitsett Ave & Victory Blvd	AM	0.856	D	0.936	E	0.927	E	0.071	NO
		PM	1.058	F	1.128	F	1.121	F	0.063	NO
15.	170 FWY SB(North Side) & Victory Blvd	AM	0.666	B	0.701	C	0.967	E	-0.160	YES
		PM	0.856	D	0.878	D	1.179	F	0.0632	NO
16.	170 FWY SB(South Side) & Victory Blvd	AM	1.396	F	1.412	F	0.826	D	-0.570	YES
		PM	1.108	F	1.178	F	0.930	E	-0.178	YES
17.	170 FWY NB(North Side) & Victory Blvd.	AM	0.718	C	0.740	C	0.738	C	0.020	N/A
		PM	0.940	E	0.954	E	0.953	E	0.013	NO
18.	170 FWY NB(South Side) & Victory Blvd	AM	0.988	E	0.998	E	1.011	F	0.023	NO
		PM	0.993	E	1.038	F	0.889	D	-0.104	YES
19.	Laurel Canyon Blvd & Victory Blvd.	AM	0.917	E	0.930	E	0.928	E	0.011	NO
		PM	1.062	F	1.079	F	1.077	F	0.015	NO
21.	Fulton Way & Oxnard St	AM	0.796	C	0.813	D	0.809	D	0.013	N/A
		PM	0.680	B	0.741	C	0.735	C	0.055	NO
22.	Coldwater Canyon Ave & Oxnard St	AM	0.754	C	0.802	D	0.797	C	0.043	NO
		PM	0.665	B	0.739	C	0.732	C	0.067	NO
23.	Whitsett Ave & Oxnard St.	AM	0.886	D	0.896	D	0.895	D	0.009	N/A
		PM	0.884	D	0.918	E	0.915	E	0.031	NO

SOURCE: Overland Traffic Consultants, Inc. July 2008 and Letter from LADOT.

Reducing daily project-related traffic along the study roadway segments of Ethel Avenue and Erwin Street to 1% will mitigate street segment traffic impacts to a level of insignificance as shown in **Table IV.K-24**.

TABLE IV.K-24
FUTURE STREET SEGMENT TRAFFIC CONDITIONS
WITH PROJECT AND MITIGATION

Location	**ERWIN STREET EAST OF FULTON AVENUE**						
	Existing 2008	Future Without 2013			Future With Project		% Impact
Volumes:	Volume	Ambient	Total	%	Volume	Total	
Eastbound	771	77	848	1%	84	932	9.01%
Westbound	890	89	979	1%	84	1,063	7.90%
Total	1,661		1,827		168	1,995	8.42%
Location	**ETHEL AVENUE SOUTH OF VICTORY BOULEVARD**						
	Existing 2008	Future Without 2013			Future With Project		% Impact
Volumes:	Volume	Ambient	Total	%	Volume	Ambient	Total
Northbound	1,706	171	1,877	1%	84	1,961	4.28%
Southbound	1,797	180	1,977	1%	84	2,061	4.07%
Total	3,503		3,854		168	4,022	4.17%
	DAILY PROJECT		18,763				

SOURCE: Overland Traffic Consultants, Inc. July 2008

Traffic mitigation as proposed for the project would be effective for the project with the Add Areas. No additional improvements were noted.

The effectiveness of the traffic mitigation on the project with the Add Area is displayed below in **Table IV.K-25**.

TABLE IV.K-25
FUTURE TRAFFIC CONDITIONS WITH PROJECT + ADD AREAS + MITIGATION

No.	Intersection	Peak Hour	Future Without Project		Future With Project		Future w/ Proj w/ Mit		Impact	Mit?
			v/c	LOS	v/c	LOS	v/c	LOS		
1.	Fulton Ave. & Sherman Way	AM	0.574	A	0.576	A	0.576	A	0.002	N/A
		PM	0.785	C	0.813	D	0.810	D	0.025	YES
2.	Coldwater Cyn. Ave. & Sherman Way	AM	0.695	B	0.730	C	0.726	C	0.031	N/A
		PM	0.672	B	0.729	C	0.723	C	0.051	NO
3.	Whitsett Ave. & Sherman Way	AM	0.913	E	0.920	E	0.919	E	0.006	N/A
		PM	0.911	E	0.963	E	0.958	E	0.047	NO
4.	Woodman Ave. & Vanowen St.	AM	0.980	E	1.003	F	1.001	F	0.021	NO
		PM	0.938	E	0.956	E	0.954	E	0.016	NO
5.	Fulton Ave. & Vanowen St.	AM	0.752	C	0.786	C	0.783	C	0.031	N/A
		PM	0.751	C	0.812	D	0.806	D	0.055	NO
6.	Coldwater Cyn. Ave. & Vanowen St.	AM	0.725	C	0.791	C	0.784	C	0.059	NO
		PM	0.841	D	0.882	D	0.877	D	0.036	NO
7.	Whitsett Ave. & Vanowen St.	AM	0.847	D	0.859	D	0.858	D	0.011	N/A
		PM	0.866	D	0.931	E	0.925	E	0.059	NO
8.	Coldwater Cyn. Ave. & Hamlin St.	AM	0.909	E	0.971	E	0.965	E	0.056	NO
		PM	0.917	E	1.047	F	1.045	F	0.128	NO
9.	Woodman Ave. & Victory Blvd.	AM	0.995	E	1.025	F	1.022	F	0.027	NO
		PM	1.086	F	1.158	F	1.151	F	0.065	NO
10.	Fulton Ave. & Victory Blvd.	AM	0.763	C	0.846	D	0.838	D	0.075	NO
		PM	0.818	D	0.939	E	0.927	E	0.109	NO
11.	Ethel Ave. & Victory Blvd.	AM	0.505	A	0.664	B	0.547	A	0.042	N/A
		PM	0.680	B	1.105	F	0.895	D	0.215	NO
12.	Morse Ave. & Victory Blvd.	AM	0.741	C	0.891	D	0.591	A	-0.150	Yes
		PM	0.789	C	1.257	F	0.782	C	-0.007	Yes
13.	Coldwater Cyn. Ave. & Victory Blvd.	AM	0.910	E	1.031	F	0.950	E	0.040	NO
		PM	1.000	F	1.301	F	1.160	F	0.160	NO
14.	Whitsett Ave. & Victory Blvd.	AM	0.856	D	0.928	E	0.920	E	0.064	NO
		PM	1.058	F	1.146	F	1.137	F	0.079	NO
15.	170 FWY SB (North Side) & Victory Blvd.	AM	0.666	B	0.699	B	0.965	E	-0.162	Yes
		PM	0.856	D	0.882	D	1.185	F	0.068	NO
16.	170 FWY SB (South Side) & Victory Blvd.	AM	1.396	F	1.402	F	0.817	D	-0.579	N/A
		PM	1.108	F	1.196	F	0.945	E	-0.163	Yes
17.	170 FWY NB (North Side) & Victory Blvd.	AM	0.718	C	0.739	C	0.737	C	0.019	N/A
		PM	0.940	E	0.957	E	0.955	E	0.015	NO
18.	170 FWY NB (South Side) & Victory Blvd.	AM	0.988	E	0.991	E	1.007	F	0.019	N/A
		PM	0.993	E	1.049	F	0.896	D	-0.097	Yes
19.	Laurel Canyon Blvd & Victory Blvd.	AM	0.917	E	0.927	E	0.926	E	0.009	YES
		PM	1.062	F	1.084	F	1.081	F	0.019	NO
21.	Fulton Way & Oxnard St.	AM	0.796	C	0.803	D	0.801	D	0.005	N/A
		PM	0.680	B	0.756	C	0.749	C	0.069	NO
22.	Coldwater Cyn. Ave. & Oxnard St.	AM	0.754	C	0.798	C	0.793	C	0.039	YES
		PM	0.665	B	0.757	C	0.748	C	0.083	NO
23.	Whitsett Ave. & Oxnard St..	AM	0.886	D	0.889	D	0.889	D	0.003	N/A
		PM	0.884	D	0.927	E	0.922	E	0.038	NO

SOURCE: Overland Traffic Consultants, Inc. July 2008 & LADOT letter.

CUMULATIVE IMPACTS

As previously described, development of the related projects and anticipated annual growth would have a cumulative impact on future traffic conditions. These impacts have been incorporated into the traffic analysis provided in this section and are shown in **Table IV.K-16**, and as such, any cumulative impacts have already been encompassed by the project traffic analysis provided in this section. As **Table IV.K-16** shows, that future "without project" conditions would span the entire range between LOS A and F during the AM and PM peak hours at study intersections. Twenty-two significant impacts were identified. The addition of project and Add Area traffic would result in twenty-two significant impacts. It should also be noted that these conditions do not reflect any mitigation measures that may be required of individual projects that are currently in the planning stages, and thus, are considered conservative; 19 intersections would remain significantly impacted after mitigation.

With respect to parking, the number of parking spaces included in the proposed project would exceed the peak demand during the afternoon weekday and weekend periods. The project would include a transit center and further provide transit opportunities to reduce parking demand, and is not considered to contribute to or create a cumulatively considerable condition that could result in a cumulatively significant parking impact.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

After implementation of mitigation measures, short-term and intermittent construction impacts are not considered significant.

Since the effectiveness of the proposed multi-modal transit center which is proposed by the project cannot be measured, significant project-related impacts would occur at the study intersections (per the LADOT's significance criteria) of Fulton Avenue and Sherman Way, Coldwater Canyon Avenue and Sherman Way, Whitsett Avenue and Sherman Way, Woodman Avenue and Vanowen Street, Fulton Avenue and Vanowen Street, Coldwater Canyon Avenue and Vanowen Street, Whitsett Avenue and Vanowen Street, Coldwater Canyon Avenue and Hamlin Street, Woodman Avenue and Victory Boulevard, Fulton Avenue and Victory Boulevard, Ethel Avenue and Victory Boulevard, Coldwater Canyon Avenue and Victory Boulevard, Whitsett Avenue and Victory Boulevard, 170 Freeway Southbound (North Side) and Victory Boulevard, 170 Freeway Northbound (North Side) and Victory Boulevard,170 Freeway Southbound (South Side) and Victory Boulevard, Fulton Avenue and Oxnard Street, Coldwater Canyon Avenue and Oxnard Street, Whitsett Avenue and Oxnard Street.

The intersections which would be mitigated to a level of insignificance are Morse Avenue and Victory Boulevard, 170 Freeway Southbound (South Side) and Victory Boulevard, and 170 Freeway Northbound (South Side) and Victory Boulevard. 19 intersections would remain significantly impacted. The project could create a substantial impact upon the existing transportation system. These impacts are reduced with project mitigation but under conservative assumptions remain.

No significant impacts would occur to the local and regional freeway system as determined by the Los Angeles County CMP criteria or to other CMP designated locations in the project area. After mitigation no significant impacts to adjacent residential streets are expected. Lastly, the project would provide sufficient parking for the proposed mixed-use project.