M. TRANSPORTATION AND CIRCULATION

A traffic study for the project EIR was prepared by Linscott, Law and Greenspan in November, 2000. This study is included in full as ***Appendix F*** (under separate cover), on file with the Los Angeles Department of City Planning, Environmental Review Section, Room 1500, 221 North Figueroa St., Los Angeles. The results of the report have been utilized in the preparation of this section.

1. Traffic

Environmental Setting

The project site is located in the west San Fernando Valley, in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area of the City of Los Angeles. The northern 18 acres of the existing MPTF site is developed with 177,200 square feet of medical space, 56,095 square feet of residential space, 23,110 square feet of service/administration space, and 21,371 square feet of activity/recreational space. The central 15.8 acres are used for agricultural crops, and the southernmost 6 acres are undeveloped. The project site is generally bounded by Calabasas Road to the north, Mulholland Drive and Valmar Road to the east, and Park Sorrento in the City of Calabasas Road to the west. El Cañon Avenue to the west and south has been vacated. Adjacent to the project site is residential development to the south and west, and commercial development to the north and east.

Major Streets

Valley Circle Boulevard is a major highway which is located north of the project site and the US 101 (Ventura) Freeway. Two through travel lanes are provided in each direction on Valley Circle Boulevard in the project vicinity. Separate left-turn lanes are provided in both directions on Valley Circle Boulevard at the Burbank Boulevard intersection and in the northbound direction at the US 101 Off-Ramp-Long View intersection. A right-turn only lane is also provided in the northbound direction on Valley Circle Boulevard at the Burbank Boulevard intersection. Valley Circle Boulevard is posted for a 35 miles per hour (MPH) speed limit in the project vicinity. Parking is prohibited on both sides of Valley Circle Boulevard near the project site with posted No Stopping Anytime (NSAT) zones. Additionally, a Class II bicycle route is provided via roadway striping along both curbs of Valley Circle Boulevard.

Mulholland Drive is a major highway which borders the project site to the north and east. Two through travel lanes are provided in each direction on Mulholland Drive in the project vicinity. Separate left-turn lanes are provided in both directions on Mulholland Drive at the Calabasas Road and Spielberg Drive intersections, and in the westbound direction at the Valmar Road intersection. Mulholland Drive is posted for a 40 MPH speed limit in the project vicinity. Parking is prohibited on both sides of Mulholland Drive near the project site with posted NSAT zones.

Valmar Road is a north-south collector roadway which is located southeast of the project site. Two through travel lanes are provided in each direction on Valmar Road in the project vicinity. At the "tee" intersection with Mulholland Drive, dual left-turn lanes and one right-turn only lane are provided in the northbound direction on Valmar Road. As previously noted, the Valmar Road intersection with Park Ora-Brenford Street is currently controlled by stop signs. Valmar Road is posted for a 35 MPH speed limit in the project vicinity. Parking is generally prohibited on both sides of Valmar Drive near the project site with posted NSAT zones.

El Cañon Avenue is a local roadway which borders the project site to the west and south. El Cañon Avenue has been vacated just south of Calabasas Road, adjacent to the project site. One through travel lane is provided in both directions on El Cañon Avenue. As previously noted, the El Cañon Avenue intersection with Calabasas Road is currently controlled by stop signs.

Ventura Boulevard is an east-west major highway which is located northeast of the project site. Two through travel lanes are provided in each direction on Ventura Boulevard in the project vicinity. At the "tee" intersection with Valley Circle Boulevard, dual left-turn lanes and one right-turn only lane are provided in the westbound direction on Ventura Boulevard. Ventura Boulevard is posted for a 35 MPH speed limit in the project vicinity. Parking is generally prohibited on both sides of Ventura Boulevard near the project site with posted NSAT zones.

Calabasas Road is an east-west major highway which borders the project site to the north and extends westerly from Mulholland Drive. One through travel lane is provided in each direction on Calabasas Road in the project vicinity. At the Mulholland Drive intersection, dual left-turn lanes and one right-turn only lane are provided in the eastbound direction on Calabasas Road. At the US 101 SB Ramps intersection, one left-turn lane is provided in the eastbound direction and dual right-turn

lanes are provided in the westbound direction on Calabasas Road. Calabasas Road is posted for a 25 MPH speed limit in the project vicinity. Parking is generally prohibited on both sides of Calabasas Road near the project site with posted No Parking Anytime (NPAT) zones.

Avenue San Luis is an east-west collector roadway which extends easterly from the Mulholland Drive and Calabasas Road intersection. One through travel lane is provided in each direction on Avenue San Luis in the project vicinity. At the Mulholland Drive intersection, one left-turn lane, one through lane and one right-turn only lane is provided in the westbound direction on Avenue San Luis. Avenue San Luis is posted for a 40 MPH speed limit in the project vicinity. Parking is prohibited on both sides of Avenue San Luis near the project site with posted NSAT zones.

Local Public Transit Services

Public transit service in the MPTF project area is currently served by the Los Angeles County Metropolitan Transportation Authority (MTA) and LADOT. Following are brief descriptions of bus lines that provide transit service in the project vicinity.

MTA Line 161

MTA Line 161 provides service along Calabasas Road and Avenue San Luis in the project vicinity. This route provides service between Westlake Plaza to the west and Topanga Plaza/Promenade Mall Shopping Centers to the east. Line 161 provides headways of one bus per hour in the eastbound direction and five buses per hour in the westbound direction during the morning peak hour. Line 161 provides headways of three buses per hour in the eastbound direction and one bus per hour in the westbound direction during the afternoon peak hour.

MTA Line 245

MTA Line 245 provides service along Valley Circle Boulevard and Mulholland Drive in the project vicinity. This route provides service between the MetroLink Chatsworth Station to the north and Woodland Hills to the south. Line 245 provides headways of approximately two buses per hour in both directions during the morning and afternoon hours.

LADOT Commuter Express Line 423

LADOT Line 423 provides service along Avenue San Luis in the project vicinity. This commuter express route provides service between Newbury Park to the west and Encino to the east.

Existing Traffic Conditions

Immediate access to the project site is provided by Calabasas Road via El Cañon Avenue to the west and Mulholland Drive to the east. In consultation with LADOT staff and City of Calabasas Traffic Engineering Department staff, the following nine intersections were selected for analysis:

1. El Cañon Avenue and Calabasas Road[1]
2. US 101 Southbound (SB) Ramps and Calabasas Road[2]
3. Valley Circle Boulevard and Burbank Boulevard[2]
4. Valley Circle Boulevard and Ventura Boulevard[2]
5. Valley Circle Boulevard and US 101 Northbound (NB) Off-Ramp-Long Valley[2]
6. Mulholland Drive and Calabasas Road-Avenue San Luis[2]
7. Mulholland Drive and MPTF Main Driveway (currently Spielberg Drive)[2]
8. Valmar Road and Mulholland Drive[2]
9. Valmar Road-Old Topanga Road and Park Ora-Brenford Street[1]

As noted, seven of the nine study intersections selected for analysis are currently signalized and the remaining two study intersections are currently controlled by stop signs. The existing lane configurations at the nine study intersections are displayed in **Figure 17, Existing Lane Configuration**, page 128.

Manual counts of vehicular turning movements were conducted at each of the nine study intersections during the morning (AM) and afternoon (PM) commuter periods to determine the current peak hour of traffic volumes. The manual counts were conducted at each of the nine study intersections from 7:00 to 10:00 AM to determine the AM peak commuter hour, and from 3:00 to 6:00 PM to

[1] Unsignalized intersection.

[2] Signalized intersection.

determine the PM peak commuter hour. Traffic volumes at the study intersections show typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with peak commuter hours in the metropolitan Los Angeles area.

The AM and PM peak period manual counts of turning vehicles at the nine study intersections are summarized on **Table 32, Existing Traffic Volumes**, page 129. The existing traffic volumes at the study intersections during the AM and PM peak hours are shown in **Figure 18, Existing Traffic Volumes AM**, page 130, and **Figure 19, Existing Traffic Volumes PM**, page 131.

These intersections were analyzed using the Critical Movement Analysis (CMA) method for signalized intersections to determine volume to capacity (V/C) ratios and Levels of Service (LOS) for each intersection.

Methods have been developed to determine the operating characteristics of an intersection in terms of LOS for different levels of traffic volume and other variables, such as the number of signal phases. CMA is a procedure which provides a capacity and LOS determination for signalized intersections. The analysis incorporates the effects of geometry and traffic signal operations and results in an LOS determination for the intersection as an operating unit. The resulting CMA value represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio).

LOS describes the quality of traffic flow. LOS A to C indicate freely flowing traffic and LOS D typically is the level for which a metropolitan area street system is designed. LOS E represents volumes at or near the capacity of the highway, which may result in stoppages of momentary duration and unstable flow. LOS F occurs when a facility is overlooked and is characterized by stop-and-go traffic with stoppages of long duration.

"Capacity" is the maximum total hourly volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity is equal to the maximum CMA value corresponding to LOS E. Levels of Service and corresponding CMA values are shown on **Table 33, Level of Service as a Function of CMA Values**, page 132.

FIGURE 17
EXISTING LANE CONFIGURATION

TABLE 32
EXISTING TRAFFIC VOLUMES

No.	Intersection	Date	Dir.	AM Peak Hour		PM Peak Hour	
				Began	Volume	Began	Volume
1.	El Cañon Ave. and Calabasas Rd.	6/9/99	NB SB EB WB	8:00	26 0 453 900	4:30	74 0 1,006 683
2.	US 101 SB Ramps and Calabasas Rd.	6/9/99	NB SB EB WB	8:15	0 652 466 1,359	5:00	0 989 1,024 955
3.	Valley Circle Blvd. and Burbank Blvd./Platt Ave.	6/10/99	NB SB EB WB	7:15	1,035 1,391 258 795	3:00	1,540 738 259 768
4.	Valley Circle Blvd. and Ventura Blvd.	6/10/99	NB SB EB WB	7:15	1,544 2,023 0 296	5:00	2,144 1,204 0 414
5.	Valley Circle Blvd. and US 101 NB Off-Ramp/Long Valley	6/9/99	NB SB EB WB	7:15	1,536 2,188 90 1,182	5:00	1,851 1,458 126 1,371
6.	Valley Circle Blvd./Mulholland Dr. and Avenue San Luis/Calabasas Rd.	6/9/99	NB SB EB WB	7:30	1,148 2,228 1,012 414	5:00	1,077 1,728 1,745 382
7.	Muholland Dr. and MPTF Main Entrance	6/9/99	NB SB EB WB	7:15	1,118 1,247 4 50	3:00	1,073 879 47 102
8.	Valmar Rd. and Mulholland Dr.	6/10/99	NB SB EB WB	7:15	549 1,097 688 0	5:00	580 878 648 0
9.	Valmar Rd. and Park Ora/Brenford St.	6/10/99	NB SB EB WB	7:15	686 738 18 511	5:00	605 494 23 525

FIGURE 18
EXISTING TRAFFIC VOLUMES AM

FIGURE 19
EXISTING TRAFFIC VOLUMES PM

TABLE 33
LEVEL OF SERVICE AS A FUNCTION OF CMA VALUES

Level of Service	Description of Operating Characteristics	Range of CMA Values
A	Uncongested operations; all vehicles clear in a single cycle.	0.00 - 0.60
B	Same as above.	0.61 - 0.70
C	Light congestion; occasional backups on critical approaches.	0.71 - 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	0.81 - 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.91 - 1.00
F	Forced flow with stoppages of long duration.	>1.00

CMA values and the corresponding LOS for existing traffic conditions were calculated for the nine study intersections. These values for existing (1999) AM and PM peak hour conditions are shown on **Table 34, Existing Capacity and Level of Service**, page 133.

As shown on **Table 34, Existing Capacity and Level of Service**, page 133, six of the nine study intersections are currently operating at LOS D or better during both the AM and PM peak hours under existing conditions. Three study intersections are currently operating at LOS E or F during either the AM or PM peak hours under the existing conditions as shown below:

- No. 2: US 101 SB Ramps/Calabasas Road — PM Peak Hour: V/C=0.947, LOS E
- No. 5: Valley Cir. Bl./US 101 NB Ramp-Long Valley — AM Peak Hour: V/C=1.196, LOS F; PM Peak Hour: V/C=0.954, LOS E
- No. 6: Mulholland Dr./Calabasas Rd.-Ave. San Luis — PM Peak Hour: V/C=0.935, LOS E

TABLE 34
EXISTING CAPACITY AND LEVEL OF SERVICE

NO.	INTERSECTION	PEAK HOUR	1999 TRAFFIC CONDITIONS	
			V/C	LOS
1.	El Cañon Ave. and Calabasas Rd.	AM PM	0.587 0.705	A C
2.	US 101 SB Ramps and Calabasas Rd.	AM PM	0.851 0.947	D E
3.	Valley Circle Blvd. at Burbank Blvd.	AM PM	0.664 0.620	B B
4.	Valley Circle Blvd. at Ventura Blvd.	AM PM	0.613 0.801	B D
5.	Valley Circle Blvd. at US 101 NB Off-Ramp/Long Valley	AM PM	1.196 0.954	F E
6.	Mulholland Dr. at Calabasas Rd./Avenue San Luis	AM PM	0.729 0.935	C E
7.	Mulholland Dr. at MPTF Main Entrance	AM PM	0.369 0.367	A A
8.	Valmar Rd. at Mulholland Dr.	AM PM	0.631 0.525	B A
9.	Valmar Rd. at Park Ora/Brenford St.	AM PM	0.599 0.485	A A

Significance Criteria

According to LADOT's "Traffic Study Policies and Procedures", November, 1993, a significant transportation impact on intersections is determined, based on the following criteria:

Final V/C	LOS	Project-Related Increase in V/C
0.70 - 0.80	C	Equal to or greater than 0.04
0.80 - 0.90	D	Equal or greater than 0.02
>0.90	E-F	Equal to or greater than 0.01

Environmental Impacts

The proposed Master Plan calls for a net increase of 139,500 square feet of medical use, 252,070 square feet of residential use, 42,240[1] square feet of service/administration use, and 23,000 square feet of activity/recreational use[2] on the project site. Traffic volumes to be generated by the Proposed Project during both the AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers's (ITE) *Trip Generation* manual, 6th Edition, 1997. Traffic volumes expected to be generated by the proposed MPTF Master Plan project were based upon rates per number of hospital beds, per thousand square feet of building floor area, and per number of retirement community dwelling units. The MPTF Master Plan project trip generation forecast was prepared in consultation with LADOT staff.

ITE Land Use Code 610 (Hospital) average trip generation rates were used to forecast the traffic volumes expected to be generated by the 34 net new licensed hospital beds. ITE Land Use Code 250 (Retirement Community) trip generation rates were used to forecast the traffic volumes expected to be generated by the 269 net new retirement community dwelling units included as part of the Master Plan. ITE Land Use Code 710 (General Office Building) trip generation rates were used to forecast the traffic volumes expected to be generated by the 42,240 GSF of net new service/administration buildings.

As previously noted, the Activity/Recreation Pavilions would provide ancillary services that would only be utilized by on-site campus residents and staff. Based on discussions with LADOT staff, the trip generation forecast for the 23,000 GSF of activity/recreational pavilions reflects anticipated employee related trips and was based on a comparison of employee and GSF average trip rates for ITE Land Use Code 814 (Specialty Retail Center). The daily trip ends were derived by the assumption that the total PM peak hour traffic volume represents 20 percent of the daily traffic volume.

ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates were used to forecast the traffic volumes expected to be generated by the 26,000 GSF of net new medical office facilities which also include the fitness center and pool. Outpatient care for both on-site campus residents and

[1] Including demolition of the 2,800 square foot Modular Office Building that was previously approved.

[2] Including the 2,000 square foot Activity Pavilion that was previously approved for construction.

patients from off-site would be provided at the Health Village. As also previously noted, 6,000 GSF of the proposed Health Village is designated for the fitness/classroom space to be used only by on-site campus residents, and 20 percent (20%) of the outpatient services would be provided for on-site campus residents. Based on these two factors and discussions with LADOT staff, an internal capture rate of 25 percent (25%) was applied to the medical office component trip generation forecast. This accounts for trips that are made internal to the site (e.g., from the residential areas and hospital to the medical office facilities, etc.).

The proposed Master Plan would be constructed during two phases, with Phase I anticipated to be completed by year 2005 and Phase II expected to be completed by year 2015. A summary of net development during the two construction phases under the proposed Master Plan is shown in **Table 35, Net Development by Phase**, page 135.

TABLE 35
NET DEVELOPMENT BY PHASE

Land Use	Phase I - Year 2005	Build-Out-Year 2015	Total Project
Hospital	24 Beds	10 Beds	34 Beds
Medical Office	26,000 GSF	0 GSF	26,000 GSF
Retirement Community	0 DU	269 DU	269 DU
Service/Administration	(1,884) GSF	44,124 GSF	42,240 GSF
Activity/recreational	2,000 GSF	21,000 GSF	23,000 GSF

Table 36, Phase I Project Trip Generation, page 137, summarizes the traffic generation forecast for Phase I of the Proposed Project. Phase I of the Proposed Project is expected to generate an additional 71 vehicle trips (55 inbound and 16 outbound) during the AM peak hour. During the PM peak hour, Phase I of the Proposed Project is expected to generate an additional 99 vehicle trips (29 inbound and 70 outbound). Over a 24-hour period, Phase I of the Proposed Project is forecasted to generate an additional 982 daily vehicle trip ends during a typical weekday (491 inbound and 491 outbound).

Table 37, Project Build-Out Trip Generation, page 138 summarizes the traffic generation forecast for build-out of the Proposed Project. The Proposed Project build-out is expected to generate an additional 197 vehicle trips (144 inbound and 53 outbound) during the AM peak hour. During the PM peak hour, build-out of the Proposed Project is expected to generate an additional 288 vehicle trips (101 inbound and 187 outbound). Over a 24-hour period, build-out of the Proposed Project is forecasted to generate an additional 2,708 daily vehicle trip ends during a typical weekday (1,354 inbound and 1,354 outbound).

Project traffic was assigned to the local roadway system based on a traffic distribution pattern which accounted for the Proposed Project land uses, the proposed site access scheme, existing traffic movements, characteristics of the surrounding roadway system, and nearby regional population and employment centers. Particular consideration was given to the location of the medical and residential uses included in the proposed Master Plan, and their relationship to the site access driveways. The distribution pattern for the proposed Master Plan project was developed in consultation with LADOT staff.

The project traffic distribution percentages forecast for the nine study intersections are provided in **Figure 20, Project Trip Distribution**, page 139. The forecast Phase I project traffic volumes for the AM and PM peak hours are displayed in **Figures 21, and 22, Phase I Project Traffic Volumes, AM and PM**, pages 140 and 141 respectively. The forecast Project Build-Out traffic volumes for the AM and PM peak hours are shown in **Figures 23 and 24, Project Build-Out Traffic Volumes AM and PM**, pages 142 and 143, respectively.

A forecast of on-street traffic conditions prior to the occupancy of the Proposed Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Proposed Project can be evaluated within the context of the cumulative impact of all ongoing development.

TABLE 36

PHASE I PROJECT TRIP GENERATION[1]

Land Use	Size	Daily Trip Ends[2] Volumes	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Hospital[3]	24 Beds	283	19	7	26	10	19	29
Medical Office[4]	26,000 GSF	940	51	12	63	25	70	95
Less 25% Internal Capture[5]		(235)	(12)	(3)	(15)	(6)	(18)	(24)
Service/Administration[6]	(1,884) GSF	(20)	(3)	0	(3)	(1)	(3)	(4)
Activity/Recreational[7]	2,000 GSF	14	nom.	nom.	nom.	1	2	3
Total		**982**	**55**	**16**	**71**	**29**	**70**	**99**

1 Source: ITE "Trip Generation", 6th Edition, 1997.

2 Trips are one-way traffic movements, entering or leaving.

3 ITE Land Use Code 610 (Hospital) average trip generation rates. The hospital trip generation is based on a net increase of 24 licensed beds proposed as part of the Master Plan Phase I.

4 ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.

5 Based on information provided by Hospital staff, 20 percent (20%) of the outpatient services would be provided for on-site residents. Also, 6,000 GSF of the proposed Health Village (56,000 GSF total) is for Fitness/classrooms to be used by on-site campus residents only. Based on these two factors and discussions with LADOT staff, an internal capture rate of 25 percent (25%) was applied to the medical office component.

6 ITE Land Use Code 710 (General Office Building) average trip generation rates. No trip generation was forecast for the 16,000 GSF Outreach Center which includes child care, elder care, etc., as these services would be provided to on-site campus staff and residents only.

7 The Activity/Recreation Pavilions would provide ancillary services that would only be utilized by on-site campus staff and residents. Based on discussions with LADOT staff, this trip generation forecast reflects expected employee related trips and was based on a comparison of employee and GSF average trip rates for ITE Land Use Code 814 (Specialty Retail Center). The daily trip ends was derived by the assumption that the total PM peak hour traffic volume represents 20 percent of the daily traffic volume.

Traffic volumes expected to be generated by the related projects were estimated using accepted generation rates published in the Institute of Transportation Engineer's *Trip Generation Manual*, 6th Edition, 1997. **Table 38, Related Projects Trip Generation**, page 144, shows the related projects' respective traffic generation for the AM and PM peak hours, as well as on a daily basis for a typical weekday. **Figures 25 and 26 Related Projects Traffic Volumes AM and PM**, pages 145 and 146, display the anticipated distribution of the related projects traffic volumes at the nine study intersections during the AM and PM peak hours, respectively.

TABLE 37

PROJECT BUILD-OUT TRIP GENERATION[1]

Land Use	Size	Daily Trip Ends[2] Volumes	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Hospital[3]	34 Beds	400	26	10	36	14	28	42
Medical Office[4]	26,000 GSF	940	51	12	63	25	70	95
Less 25% Internal Capture[5]		(235)	(12)	(3)	(15)	(6)	(18)	(24)
Retirement Community[6]	269 DU	936	21	26	47	40	32	72
Service/Administration[7]	42,240 GSF	466	58	8	66	11	52	63
Activity/Recreation[8]	23,000 GSF	201	nom.	nom.	nom.	17	23	40
Total		**2,708**	**144**	**53**	**197**	**101**	**187**	**288**

1 Source: ITE "Trip Generation", 6th Edition, 1997.

2 Trips are one-way traffic movements, entering or leaving.

3 ITE Land Use Code 610 (Hospital) average trip generation rates. The hospital trip generation is based on a net increase of 34 licensed beds (256 existing licensed beds versus 290 licensed beds) proposed as part of the Master Plan.

4 ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.

5 Based on information provided by Hospital staff, 20 percent (20%) of the outpatient services will be provided for on-site residents. Also, 6,000 GSF of the proposed Health Village (56,000 GSF total) is for Fitness/classrooms to be used by on-site campus residents only. Based on these two factors and discussions with LADOT staff, an internal capture rate of 25 percent (25%) was applied to the medical office component.

6 ITE Land Use Code 250 (Retirement Community) trip generation rates for occupied dwelling units utilized to forecast the AM and PM peak hour traffic volumes for the net new number of retirement dwelling units. ITE Land Use Code 253 (Elderly Housing - Attached) trip generation rates for occupied dwelling units used to forecast the daily traffic volume. The previously approved 148 retirement community dwelling units associated with the Stark Villas project are included in the related projects component of the traffic analysis.

7 ITE Land Use Code 710 (General Office Building) average trip generation rates. No trip generation was forecast for the 16,000 GSF Outreach Village which includes child care, elder care, etc., as these services will be provided to on-site campus staff and residents only.

8 The Activity Pavilions will provide ancillary services that will only be utilized by on-site campus staff and residents. Based on discussions with LADOT staff, this trip generation forecast reflects expected employee related trips and was based on a comparison of employee and GSF average trip rates for ITE Land Use Code 814 (Specialty Retail Center). The daily trip ends was derived by the assumption that the total PM peak hour traffic volume represents 20 percent of the daily traffic volume. It should be noted that this included 2,000 GSF of previously approved Activities Facilities space.

FIGURE 20
PROJECT TRIP DISTRIBUTION

FIGURE 21
PHASE I PROJECT TRAFFIC VOLUMES AM

FIGURE 22
PHASE I PROJECT TRAFFIC VOLUMES PM

FIGURE 23
PROJECT BUILD-OUT TRAFFIC VOLUMES AM

FIGURE 24
PROJECT BUILD-OUT TRAFFIC VOLUMES PM

TABLE 38
RELATED PROJECTS TRIP GENERATION[1]

Related Project	Daily Trip Ends Volumes	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
		In	Out	Total	In	Out	Total
1. General Office–210,000 GSF[5]	936	20	25	45	39	31	70
2. Government Office–50,000 GSF[5]	181	5	15	20	12	7	19
3. Commercial–1,760 GSF[6]	2,499	317	43	360	57	278	335
4. School K-12–375 students[7]	538	11	33	44	36	20	56
5. Single-Family–550 DU[4]	2,346	296	40	336	53	261	314
6. Hotel–140 rooms[8]	779	94	13	107	23	112	135
7. Auto Dealership–50,000 GSF[9]	12	1	0	2	0	2	2
8. Single-Family–15 DU[4]	544	207	138	345	29	47	76
9. General Office–228,000 GSF[5]	4,975	99	296	395	319	180	499
10. Single-Family–49 DU[4]	1,249	50	36	86	41	43	84
11. Retirement Community–148 DU[3]	1,875	81	30	111	56	84	140
12. Single-Family–1,122 DU[4]	9,586	199	596	795	607	341	948
Multi-Family–728 DU[10]	4,498	58	307	365	276	136	412
Retail–150,000 GSF[11]	8,847	124	79	203	394	427	821
General Office–200,000 GSF[5]	2,260	285	39	324	52	252	304
Hotel–250 rooms[8]	2,230	100	72	172	80	83	163
Golf Course–157 acres[12]	791	24	9	33	16	31	47
Total	**44,146**	**1,971**	**1,771**	**3,743**	**2,090**	**2,335**	**4,425**

1 Source: ITE "Trip Generation", 6th Edition, 1997.
2 Trips are one-way traffic movements, entering or leaving.
3 ITE Land Use Code 250 (Retirement Community) trip generation rates.
4 ITE Land Use Code 210 (Single Family) trip generation rates.
5 ITE Land Use Code 710 (General Office) trip generation rates.
6 ITE Land Use Code 110 (Light Industrial) trip generation rates.
7 ITE Land Use Code 521 (Private School) trip generation rates. ITE Land Use Code 522 (Middle School/Junior High School) was used to forecast the daily trip ends.
8 ITE Land Use Code 310 (Hotel - Occupied Rooms) trip generation rates.
9 ITE Land Use Code 841 (New Car Sales) trip generation rates.
10 ITE Land Use Code 220 (Apartment) trip generation rates.
11 Retail use would not generate new trips, it is assumed that the retail would service existing uses.
12 ITE Land Use Code 430 (Golf Course) trip generation rates.

FIGURE 25
RELATED PROJECTS TRAFFIC VOLUMES AM

FIGURE 26
RELATED PROJECTS TRAFFIC VOLUMES PM

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of two percent (2%) per year to the year 2005 (i.e., the anticipated year of project Phase I completion) and one percent (1%) per year from year 2006 to 2015 (i.e., the anticipated year of Master Plan build-out). Application of these annual ambient growth factors allow for a conservative "worst case" forecast of future traffic volumes in the area. It should be noted that the ambient growth factors were determined in consultation with LADOT staff.

Traffic Analysis

Per direction of LADOT's traffic study guidelines, Level of Service calculations have been prepared for the following scenarios:

- Existing conditions.
- Condition (a) plus two percent (2%) to the year 2005 and one percent (1%) per year from year 2006 to 2015 ambient traffic growth was applied to existing traffic.
- Condition (b) with completion and occupancy of the related projects.
- Condition (c) with completion and occupancy of Phase I of the Proposed Project (year 2005).
- Condition (d) with implementation of project mitigation measures where necessary.
- Condition (e) with completion and occupancy of Phases I and II (Project Build-Out) of the Proposed Project (year 2015).
- Condition (f) with implementation of project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the nine study intersections.

Summaries of the V/C ratios and LOS values for the study intersections during the AM and PM peak hours are shown on **Table 39, Phase I Summary of Volume to Capacity Ratio and Levels of Service**, page 148 for Phase I, and **Table 40, Project Build-Out Summary of Volume to Capacity Ratio and Levels of Service**, page 149. ***Appendix F*** contains the CMA data worksheets for the analyzed intersections.

TABLE 39
PHASE I SUMMARY OF VOLUME TO CAPACITY RATIO AND LEVELS OF SERVICE

Intersection	Peak Hour	Existing 1999		2005 with Ambient Growth		2005 with Related Projects		2005 with Phase I Project		Change V/C	Significant	2005 with Phase I Mitigation		Change V/C	Mitigated
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
1. El Cañon at Calabasas Rd.	AM PM	0.587 0.705	A C	0.657 0.789	B C	0.733 0.875	C D	0.736 0.896	C D	0.003 0.021	NO YES	0.736 0.668	C B	-0.003 -0.207	— YES
2. US 101 SB Ramps at Calabasas Rd.	AM PM	0.851 0.947	D E	0.962 1.069	E F	1.115 1.179	F F	1.126 1.192	F F	0.011 0.013	YES YES	1.076 1.100	F F	-0.039 -0.079	YES YES
3. Valley Circle Blvd. at Burbank Blvd.	AM PM	0.664 0.620	B B	0.752 0.703	C C	0.819 0.760	D C	0.822 0.763	D C	0.003 0.003	NO NO	0.822 0.763	D C	0.003 0.003	— —
4. Valley Circle Blvd. at Ventura Blvd.	AM PM	0.566 0.760	A C	0.642 0.860	B D	0.768 0.937	C E	0.769 0.942	C E	0.001 0.005	NO NO	0.769 0.942	C E	0.001 0.005	— ---
5. Valley Circle Blvd. at US 101 NB Off-Ramp /Long Valley	AM PM	1.196 0.954	F E	1.348 1.077	F F	1.377 1.141	F F	1.387 1.156	F F	0.010 0.015	YES YES	1.146 1.101	F F	-0.231 -0.040	YES YES
6. Mulholland Dr. at Calabasas Rd./ Avenue San Luis	AM PM	0.945 0.935	E E	1.067 1.055	F F	1.244 1.160	F F	1.252 1.167	F F	0.008 0.007	NO NO	1.252 1.167	F F	0.008 0.007	--- ---
7. Mulholland Dr. at MPTF Main Entrance	AM PM	0.369 0.367	A A	0.421 0.420	A A	0.452 0.445	A A	0.465 0.462	A A	0.013 0.017	NO NO	0.465 0.462	A A	0.013 0.017	— ---
8. Valmar Rd. at Mulholland Dr.	AM PM	0.631 0.525	B A	0.715 0.597	C A	0.789 0.632	C B	0.791 0.635	C B	0.002 0.003	NO NO	0.791 0.635	C B	0.002 0.003	— ---
9. Valmar Rd. at Park Ora /Brenford St.	AM PM	0.749 0.606	C B	0.839 0.679	D A	0.874 0.696	D A	0.875 0.697	D B	0.001 0.001	NO NO	0.875 0.697	D B	0.001 0.001	— ---

TABLE 40
PROJECT BUILD-OUT SUMMARY OF VOLUME TO CAPACITY RATIO AND LEVELS OF SERVICE

Intersection	Peak Hour	Existing 1999		2015 with Ambient Growth		2015 with Related Projects		2015 with Proposed Project		Change V/C	Signif. Impact	2015 with Proposed Mitigation		Change V/C	Mitigated
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
1. El Cañon at Calabasas Rd.	AM PM	0.587 0.705	A C	0.716 0.860	C D	0.792 0.946	C E	0.802 1.007	D F	0.010 0.061	NO YES	0.802 0.739	D C	0.010 -0.207	--- YES
2. US 101 SB Ramps at Calabasas Rd.	AM PM	0.851 0.947	D E	1.054 1.171	F F	1.207 1.281	F F	1.237 1.318	F F	0.030 0.037	YES YES	1.181 1.213	F F	-0.026 -0.068	YES YES
3. Valley Circle Blvd. at Burbank Blvd.	AM PM	0.664 0.620	B B	0.825 0.772	D C	0.893 0.829	D D	0.902 0.838	E D	0.009 0.009	NO NO	0.902 0.838	E D	0.009 0.009	--- ---
4. Valley Circle Blvd. at Ventura Blvd.	AM PM	0.566 0.760	A C	0.705 0.943	C E	0.831 1.020	D F	0.837 1.034	D F	0.006 0.014	NO YES	0.807 1.004	D F	-0.024 -0.016	--- YES
5. Valley Circle Blvd. at US 101 NB Off-Ramp /Long Valley	AM PM	1.196 0.954	F E	1.474 1.180	F F	1.503 1.243	F F	1.533 1.287	F F	0.030 0.044	YES YES	1.271 1.220	F F	-0.232 -0.023	YES YES
6. Mulholland Dr. at Calabasas Rd./ Avenue San Luis	AM PM	0.945 0.935	E E	1.168 1.156	F F	1.346 1.260	F F	1.368 1.283	F F	0.020 0.023	YES YES	1.338 1.253	F F	–0.008 - 0.007	YES YES
7. Mulholland Dr. at MPTF Main Entrance	AM PM	0.369 0.367	A A	0.465 0.464	A A	0.496 0.489	A A	0.530 0.535	A A	0.034 0.046	NO NO	0.506 0.535	A A	0.010 0.046	--- ---
8. Valmar Rd. at Mulholland Dr.	AM PM	0.631 0.525	B A	0.785 0.656	C B	0.859 0.691	D B	0.864 0.701	D C	0.005 0.010	NO NO	0.864 0.701	D C	0.005 0.010	--- ---
9. Valmar Rd. at Park Ora /Brenford St.	AM PM	0.749 0.606	C B	0.914 0.740	E C	0.949 0.757	E C	0.952 0.759	E C	0.003 0.002	NO NO	0.952 0.759	E C	0.003 0.002	--- ---

With Ambient Growth

Growth in traffic due to the combined effects of continuing development, intensification of existing development, and other factors were assumed to be two percent (2%) per year to the year 2005. This ambient growth incrementally increases the V/C ratios at all of the study intersections. As shown on **Table 39, Phase I Summary of Volume to Capacity Ratio and Levels of Service**, pages 148, six of the nine study intersections are anticipated to operate at LOS D or better during both the AM and PM peak hours with the addition of ambient traffic growth in year 2005. As shown below, three study intersections are expected to operate at LOS E or F during either the AM or PM peak hours with the addition of ambient traffic growth in year 2005:

• No. 2: US 101 SB Ramps/Calabasas Road	AM Peak Hour: V/C=0.962, LOS E
	PM Peak Hour: V/C=1.069, LOS F
• No. 5: Valley Cir. Bl./US 101 NB Ramp-Long Valley	AM Peak Hour: V/C=1.348, LOS F
	PM Peak Hour: V/C=1.077, LOS F
• No. 6: Mulholland Dr./Calabasas Rd.-Ave. San Luis	AM Peak Hour: V/C=1.067, LOS F
	PM Peak Hour: V/C=1.055, LOS F

As shown on **Table 40, Project Build-Out Summary of Volume to Capacity Ratio and Levels of Service**, page 149, four of the nine study intersections are anticipated to operate at acceptable LOS (LOS A through D) during both the AM and PM peak hours with the addition of ambient traffic growth in year 2015. As shown below, five study intersections are expected to operate at LOS E or F during either the AM or PM peak hours with the addition of ambient traffic growth in year 2015:

• No. 2: US 101 SB Ramps/Calabasas Road	AM Peak Hour: V/C=1.054, LOS F
	PM Peak Hour: V/C=1.171, LOS F
• No. 4: Valley Circle Boulevard/Ventura Boulevard	PM Peak Hour: V/C=0.943, LOS E
• No. 5: Valley Cir. Bl./US 101 NB Ramp-Long Valley	AM Peak Hour: V/C=1.474, LOS F
	PM Peak Hour: V/C=1.180, LOS F
• No. 6: Mulholland Dr./Calabasas Rd.-Ave. San Luis	AM Peak Hour: V/C=1.168, LOS E
	PM Peak Hour: V/C=1.156, LOS F
• No. 9: Valmar Rd..and Park Ora/Brenford St.	AM Peak Hour: V/C=0.914, LOS E

The year 2005 (Phase I) existing plus ambient growth traffic volumes at the study intersections for the AM and PM peak hours are shown in **Figures 27 and 28, Year 2005 Existing with Ambient Growth, AM and PM Volumes**, pages 151 and 152 respectively. The year 2015 (Project Build-Out) existing plus ambient growth traffic volumes at the study intersections for the AM and PM peak hours are shown in **Figures 29 and 30, Year 2015 Existing with Ambient Growth, AM and PM Volumes**, pages 153 and 154 respectively.

FIGURE 27
YEAR 2005 EXISTING WITH
AMBIENT GROWTH AM VOLUMES

FIGURE 28
YEAR 2005 EXISTING WITH
AMBIENT GROWTH PM VOLUMES

FIGURE 29
YEAR 2015 EXISTING WITH
AMBIENT GROWTH AM VOLUMES

FIGURE 30
YEAR 2015 EXISTING WITH
AMBIENT GROWTH PM VOLUMES

With Related Projects

The V/C ratios at all nine study intersections are incrementally increased by the addition of traffic generated by the related projects. As shown on **Table 39**, five of the study intersections are expected to operate at acceptable LOS (LOS A through D) during both the AM and PM peak hours with the addition of related projects traffic in year 2005. As shown below, four study intersections are expected to operate at LOS E or F during either the AM or PM peak hours with the addition of related projects traffic in year 2005:

• No. 2: US 101 SB Ramps/Calabasas Road	AM Peak Hour: V/C=1.115, LOS F
	PM Peak Hour: V/C=1.179, LOS F
• No. 4: Valley Circle Boulevard/Ventura Boulevard	PM Peak Hour: V/C=0.937, LOS E
• No. 5: Valley Cir. Bl./US 101 NB Ramp-Long Valley	AM Peak Hour: V/C=1.377, LOS F
	PM Peak Hour: V/C=1.141, LOS F
• No. 6: Mulholland Dr./Calabasas Rd.-Ave. San Luis	AM Peak Hour: V/C=1.244, LOS F
	PM Peak Hour: V/C=1.160, LOS F

As shown on **Table 40**, four of the study intersections are expected to operate at acceptable LOS (LOS A through D) during both the AM and PM peak hours with the addition of related projects traffic in year 2015. As shown below, six study intersections are expected to operate at LOS E or F during either the AM or PM peak hours with the addition of related projects traffic in year 2015:

• No. 1: El Canon Avenue/Calabasas Road	PM Peak Hour: V/C=0.946, LOS E
• No. 2: US 101 SB Ramps/Calabasas Road	AM Peak Hour: V/C=1.207, LOS F
	PM Peak Hour: V/C=1.281, LOS F
• No. 4: Valley Circle Boulevard/Ventura Boulevard	PM Peak Hour: V/C=1.020, LOS F
• No. 5: Valley Cir. Bl./US 101 NB Ramp-Long Valley	AM Peak Hour: V/C=1.503, LOS F
	PM Peak Hour: V/C=1.243, LOS F
• No. 6: Mulholland Dr./Calabasas Rd.-Ave. San Luis	AM Peak Hour: V/C=1.346, LOS F
	PM Peak Hour: V/C=1.260, LOS F
• No. 9: Valmar Rd. and Park Ora/Brenford St.	AM Peak Hour: V/C=0.949, LOS E

The year 2005 (Phase I) future pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections for the AM and PM peak hours are shown in **Figures 31 and 32, Future 2005 Pre-Project Traffic Volumes, AM and PM**, pages 156 and 157, respectively. The year 2015 (Project Build-Out) future pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections for the AM and PM peak hours are shown in **Figures 33 and 34, Future 2015 Pre-Project Traffic Volumes, AM and PM**, pages 158 and 159, respectively.

FIGURE 31
FUTURE 2005 PRE-PROJECT TRAFFIC VOLUMES AM

FIGURE 32
FUTURE 2005 PRE-PROJECT TRAFFIC VOLUMES PM

FIGURE 33
FUTURE 2015 PE-PROJECT TRAFFIC VOLUMES AM

FIGURE 34
FUTURE 2015 PRE-PROJECT TRAFFIC VOLUMES PM

With Phase I Project

As shown on **Table 39**, application of the City's threshold criteria to the "With Phase I Project" scenario indicates that three study intersections are anticipated to be significantly impacted by Phase I of the proposed MPTF Master Plan project during the AM and/or PM peak hours. The Proposed Project is expected to create significant impacts according to the LADOT impact criteria at the intersections shown below:

- Int. No. 1: El Cañon Avenue and Calabasas Road
  PM peak hour V/C increase of 0.021 [0.875 to 0.896 (LOS D)]

- Int. No. 2: US 101 SB Ramps and Calabasas Road
  AM peak hour V/C increase of 0.011 [1.115 to 1.126 (LOS F)]
  PM peak hour V/C increase of 0.013 [1.179 to 1.192 (LOS F)]

- Int. No. 5: Valley Circle Boulevard and US 101 NB Off-Ramp-Long Valley
  AM peak hour V/C increase of 0.010 [1.377 to 1.387 (LOS F)]
  PM peak hour V/C increase of 0.015 [1.141 to 1.156 (LOS F)]

Table 39 shows that incremental, but not significant impacts are noted at the six remaining study intersections due to Phase I of the Proposed Project. The future traffic volumes with the existing, ambient growth, related projects and Phase I traffic volumes at the study intersections are shown in **Figures 35 and 36, Future with Phase I Traffic Volumes, AM and PM**, pages 161 and 162 respectively.

FIGURE 35
FUTURE WITH PHASE I TRAFFIC VOLUMES AM

FIGURE 36
FUTURE WITH PHASE I TRAFFIC VOLUMES PM

With Project Build-Out (Includes Phases I and II)

As shown in **Table 40**, application of the City's threshold criteria to the "With Project Build-Out" scenario, five study intersections are anticipated to be significantly impacted by the proposed MPTF Master Plan project during the AM and/or PM peak hours. The Proposed Project is expected to create significant impacts according to the LADOT impact criteria at the intersections shown below:

- Int. No. 1: El Cañon Avenue and Calabasas Road
  PM peak hour V/C increase of 0.061 [0.946 to 1.007 (LOS F)]

- Int. No. 2: US 101 SB Ramps and Calabasas Road
  AM peak hour V/C increase of 0.030 [1.207 to 1.237 (LOS F)]
  PM peak hour V/C increase of 0.037 [1.281 to 1.318 (LOS F)]

- Int. No. 4: Valley Circle Boulevard and Ventura Boulevard
  PM peak hour V/C increase of 0.014 [1.020 to 1.034 (LOS F)]

- Int. No. 5: Valley Circle Boulevard and US 101 NB Off-Ramp-Long Valley
  AM peak hour V/C increase of 0.030 [1.503 to 1.533 (LOS F)]
  PM peak hour V/C increase of 0.044 [1.243 to 1.287 (LOS F)]

- Int. No. 6: Mulholland Drive and Calabasas Road-Avenue San Luis
  AM peak hour V/C increase of 0.022 [1.346 to 1.368 (LOS F)]
  PM peak hour V/C increase of 0.023 [1.260 to 1.283 (LOS F)]

Table 40 shows that incremental, but not significant impacts are noted at the four remaining study intersections due to Project Build-Out of the Proposed Project. The future with Project Build-Out (existing, ambient growth, related projects and Project Build-Out) traffic volumes at the study intersections for the AM and PM peak hours are shown in **Figures 37 and 38, Future with Project Build-Out Traffic Volumes, AM and PM**, pages 164 and 165 respectively.

FIGURE 37
FUTURE WITH PROJECT BUILD-OUT TRAFFIC VOLUMES AM

FIGURE 38
FUTURE WITH PROJECT BUILD-OUT TRAFFIC VOLUMES PM

Congestion Management Plan (CMP)

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 1999 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *1999 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, November, 1999.

Intersections

As required by the 1999 Congestion Management Program for Los Angeles County, a review has been made of designated monitoring locations on the CMP highway system for potential impact analysis. There are no CMP arterial monitoring intersections monitoring locations in the vicinity of the Proposed Project. Furthermore, the Proposed Project would not add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment.

Freeways

The following two CMP freeway monitoring locations in the project vicinity have been identified:

CMP Station	Location
1041	US 101 Freeway at Winnetka Avenue
1043	US 101 Freeway north of Reyes Adobe Road

The CMP TIA guidelines require that freeway monitoring locations must be examined if the Proposed Project would add 150 or more trips (in either direction) during either the AM or PM weekday peak hour. The Proposed Project would not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the US 101 Freeway which is the threshold criteria for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeways which are part of the CMP highway system is required.

Transit Impact Review

As required by the *1999 Congestion Management Program for Los Angeles County*, a review has been made of the CMP transit service. As previously discussed, existing transit service is provided in the vicinity of the proposed MPTF Master Plan project.

The project build-out trip generation, as shown on **Table 37, Project Build-Out Trip Generation**, page 138, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Per the CMP guidelines, the Proposed Project is forecast to generate a demand for 10 transit trips (7 inbound trips and 3 outbound trip) during the weekday AM peak hour. Similarly, during the weekday PM peak hour, the Proposed Project is anticipated to generate a demand for 14 transit trips (5 inbound trips and 9 outbound trips). Over a 24-hour period the Proposed Project is forecasted to generate a demand for 133 daily transit trips. The calculations are as follows:

- AM Peak Hour Trips = 197 × 1.4 × 3.5% = 10 Transit Trips
- PM Peak Hour Trips = 369 × 1.4 × 3.5% = 14 Transit Trips
- Daily Trips = 3,718 × 1.4 × 3.5% = 133 Transit Trips

It is anticipated that the existing transit service in the project area would adequately accommodate the project generated transit trips. Thus, given the relatively few number of generated transit trips, no project impacts on existing or future transit services in the project area are expected to occur as a result of the Proposed Project.

Cumulative Impacts

See discussion above.

Mitigation Measures

Phase I Mitigation

Development of Phase I of the Proposed Project is anticipated to result in significant transportation impacts at a total of three of the nine study intersections. The following provides an overview of the proposed street improvement measures (i.e., mitigation measures) which are expected to reduce the impacts due Phase I to less than significant levels.

No. 1: El Cañon Avenue and Calabasas Road

- Variable widening along the south side of Calabasas Road, east of El Cañon Avenue along the project frontage, so as to provide a second eastbound through travel lane on Calabasas Road. (Previously approved in concept by the City of Los Angeles and the City of Calabasas.)
- Restriping the eastbound approach to the intersection to provide one through lane and one shared through/right-turn lane. (Previously approved in concept by the City of Los Angeles and the City of Calabasas.)

The proposed mitigation is expected to improve the V/C ratio from 0.896 (LOS D) to 0.668 (LOS B) during the PM peak hour. The change in V/C would be reduced from 0.021 to -0.207, thus eliminating the Phase I peak hour impacts at this intersection.

No. 2: US 101 SB Ramps and Calabasas Road

- Variable widening along the south side of Calabasas Road, adjacent to the intersection along the project frontage, so as to provide two left-turn lanes and two through lanes for the eastbound Calabasas Road approach. The inside left-turn lane would be designated for use by carpools only to be consistent with the lane configuration on the US 101 Freeway southbound on-ramp, which provides one carpool lane and one mixed-flow lane. (Previously approved in concept by the City of Los Angeles and Caltrans.)
- Provide two through lanes and two right-turn lanes on the westbound Calabasas Road. The outside right-turn lane will be designated for use by carpools only to be consistent with the lane configuration on the US 101 freeway southbound on-ramp. (Previously approved in concept by the City of Los Angeles and Caltrans.)
- Modification to the traffic signal. (Previously approved in concept by the City of Los Angeles and Caltrans.)

The proposed mitigation is expected to improve the V/C ratio from 1.126 (LOS F) to 1.076 (LOS F) during the AM peak hour, and from 1.192 (LOS F) to 1.100 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.011 to -0.039 during the AM peak hour, and from 0.013 to -0.079 during the PM peak hour, thus eliminating the Phase I peak hour impacts at this intersection.

No. 5: Valley Circle Boulevard/US 101 NB Off-Ramp-Long Valley

- Modification of the northwest corner of the intersection to increase the curb return radius to 50 feet so as to accommodate a free-flow southbound right-turn only lane on Valley Circle Boulevard.
- Restriping the westbound US 101 northbound off-ramp approach so as to provide one left-turn lane, one shared left-turn/through lane, and dual right-turn lanes.

The proposed mitigation is expected to improve the V/C ratio from 1.387 (LOS F) to 1.146 (LOS F) during the AM peak hour, and from 1.156 (LOS F) to 1.101 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.010 to -0.231 during the AM peak hour, and from 0.015 to -0.040 during the PM peak hour, thus eliminating the Phase I peak hour impacts at this intersection.

Project Build-Out Mitigation

Development of Project Build-Out (i.e., Phases I and II, or "build-out" of the project) is anticipated to result in significant transportation impacts at a total of five of the nine study intersections. The Project Build-Out mitigation measures include all mitigation measures described above for Phase I of the Proposed Project, plus the following additional recommended improvements. The mitigation measures proposed are expected to reduce the impacts associated with the build-out of the Proposed Project to less than significant levels. Copies of the conceptual mitigation plans for the recommended intersection mitigation measures are contained in ***Appendix F***.

No. 1: El Cañon Avenue and Calabasas Road

The Phase I project mitigation previously discussed is expected to improve the V/C ratio from 1.007 (LOS F) to 0.739 (LOS C) during the PM peak hour. The change in V/C would be reduced from 0.061 to -0.207 during the PM peak hour, thus eliminating the Project Build-Out peak hour impacts at this intersection.

No. 2: US 101 SB Ramps and Calabasas Road

The Phase I project mitigation previously discussed is expected to improve the V/C ratio from 1.237 (LOS F) to 1.181 (LOS F) during the AM peak hour, and from 1.318 (LOS F) to 1.213 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.030 to -0.026 during the AM peak hour, and from 0.037 to -0.068 during the PM peak hour, thus eliminating the Project Build-Out peak hour impacts at this intersection.

No. 4: Valley Circle Boulevard and Ventura Boulevard

- Enhancement to the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) traffic signal system by funding the design and construction of a new Adaptive Traffic Control System (ATCS) in the Project vicinity.

The proposed mitigation is expected to improve the V/C ratio from 1.034 (LOS F) to 1.004 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.014 to -0.016 during the PM peak hour, thus eliminating the Project Build-Out peak hour impacts at this intersection.

No. 5: Valley Circle Boulevard/US 101 NB Off-Ramp-Long Valley

The Phase I project mitigation previously discussed is expected to improve the V/C ratio from 1.533 (LOS F) to 1.271 (LOS F) during the AM peak hour, and from 1.287 (LOS F) to 1.220 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.030 to -0.232 during the AM peak hour, and from 0.044 to -0.023 during the PM peak hour, thus eliminating the Project Build-Out peak hour impacts at this intersection.

No. 6: Mulholland Drive and Calabasas Road-Avenue San Luis

- Enhancement to the City of Los Angeles' ATSAC traffic signal system by funding the design and construction of a new ATCS in the Project vicinity.

The proposed mitigation is expected to improve the V/C ratio from 1.368 (LOS F) to 1.338 (LOS F) during the AM peak hour, and from 1.283 (LOS F) to 1.253 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.022 to -0.008 during the AM peak hour, and from 0.023 to -0.007 during the PM peak hour, thus eliminating the Project Build-Out peak hour impacts at this intersection.

Impacts After Mitigation

With the implementation of the proposed mitigation measures, any potential traffic impacts due to the Proposed Project would be reduced to a less than significant level.