DRAFT

TRANSPORTATION STUDY FOR THE METRO UNIVERSAL PROJECT ENVIRONMENTAL IMPACT REPORT

VOLUME II

APRIL 2008

PREPARED FOR

THOMAS PROPERTIES GROUP, INC.

PREPARED BY

FEHR & PEERS

KAKU ASSOCIATES

RAJU Associates, Inc.

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This mitigation analysis has been prepared as part of the technical background for the transportation section of the EIR for the Project. The various guidelines, methods, and assumptions mandated by LADOT, wherever applicable, have been used in the preparation of this analysis.

The mitigation program for the Project includes the following major components:

1. Implementation of a Transportation Demand Management (TDM) program for the Project to promote non-auto travel.
2. Regional and sub-regional highway system improvements, including the provision of freeway interchange improvements, corridor improvements, intersection improvements, and signal system improvements. These improvements are illustrated in Figure 61
3. Transit system improvements – provision of additional service.
4. Specific intersection improvements, including physical mitigations and the provision of signal system improvements.

A brief description of the Project's transportation system improvement elements is included below.

METRO UNIVERSAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM – PHASE 1 AND PHASE 2 IMPROVEMENT PROGRAM

TODs are moderate to high density mixed-use developments located a convenient distance from a major transit transfer stop. TODs promote non-auto travel through design and orientation that is pedestrian-friendly and facilitates transit use. The success of TODs is emphasized by the "five Ds" – density, design, diversity, destination, and distance to transit.

The TDM plan outlined here is a set of strategies proposed for the Metro Universal Project that would encourage Project employees and patrons to reduce vehicular traffic on the street and

freeway system during the most congested time periods of the day. The Project would develop a TDM Program that would implement several TDM strategies, including:

- Flexible work schedules and telecommuting programs
- Alternative work schedules
- Bicycle and pedestrian-friendly environment
- Rideshare/carpool/vanpool promotion and support
- Education and information on alternative transportation modes
- Transportation Information Center (TIC)
- Join an existing or form a new Transportation Management Association (TMA)
- On-site Flexcars

Transportation Management Association

A TMA would be formed on-site or the Project would become a part of an existing TMA in the Study Area that would help in promoting awareness of the available TDM strategies and creating Transportation Management Plans (TMPs) for the employees and patrons of the Project. Specific components of the TMA would likely include:

- Rideshare matching
- Administrative support for formation of vanpools and/or carpools
- Bike and walk to work promotions
- Pool cars and emergency rides home
- Preferential load/unload for high occupancy vehicles (HOV)
- Transportation Information Center

Online Ridematching and Carpool/Vanpool Program. The TMA would start an online daily commute ridematching service to match interested patrons with carpools and vanpools. The ridematching services could be extended to other employers in close proximity to the Project Site, and members could choose to match themselves with the Project commuters or broaden their search by choosing "All Regional Commuters."

The effectiveness of the rideshare program could be compromised by the unpredictability of individual schedules. For instance, if a child needs to be picked up early from school due to illness, a carpool cannot accommodate this individual transportation need. Therefore, a support service such as Flexcars is an important part of TDM implementation. The on-site Flexcar initiative allows employees to use a Flexcar in an emergency. More information on Flexcars is provided below.

The online ridematching services can also help employees take advantage of carpool and vanpool programs. Carpools/vanpools provide the potential for employees to come to work relaxed and/or work during the commute and traditionally benefit from reserved front-row parking spaces and designated loading zones.

The TMA website would provide links to the local transit service and information about shuttle service, public messaging capabilities, etc.

On-site Flexcar. Flexcar is a car-sharing service that would be provided on-site to combine the benefits of using member's own cars and riding public transportation. Flexcars are a modern fleet of Ultra Low Emission Vehicles and fuel-efficient hybrids (cars, vans, and trucks) that can be rented by members at an hourly rate (currently starting at $9/hour or $63/day). The gasoline, car insurance, parking, and maintenance are provided by the service. Members could rent the cars for personal and business errands and still use alternate modes of travel for their commute.

Flexcar is an easier and economical way of reducing or eliminating in-house vehicles and keeping track of employee mobility (mileage reimbursements and receipts). Employees and/or residents could reserve and drive one of the vehicles using Flexcar's 24/7 phone reservation system.

Preferential Load/Unload or Parking Location for HOV. Preferential load/unload or parking location involves the designation of the most convenient locations in employment areas for HOV such as carpools and vanpools. Having preferential facilities can encourage employees to use higher-occupancy modes of travel, such as transit, carpools, and vanpools.

Transportation Information Center. A TIC is a centrally-located commuter information center where both the Project employees and visitors could obtain information regarding commute programs, and individuals could obtain real-time information for planning travel without using an automobile. A TIC could provide quarterly orientations for new employees as well as providing information about transit schedules, commute planning, rideshare, telecommuting, bicycle and pedestrian plans, and the Flexcar program.

In addition to these strategies, the Project is designed to integrate physically and functionally with the existing bus and rail transit facilities on the Project Site. The Project would replace existing park & ride lots with new buildings, increase the supply of park & ride spaces and provide new connections between parking facilities and the Metro Red Line station that would make it easier for park & ride users to access the station. The Project would provide direct connections to the station platform from the plaza level, sidewalks, plazas, landscaping, and informational signage between the station portals and Project buildings that provide for efficient pedestrian circulation for employees and visitors to the Project Site, thus encouraging use of the transit system to access the Project Site.

The Project would provide a substantial concentration of employment at the location of the existing Metro Red Line station. Presently, throughout the City of Los Angeles and within other jurisdictions where transit stations are located, large numbers of housing units are being constructed near transit stations. However, anecdotal evidence suggests that some of this development, in and of itself, is not translating into increased transit ridership largely because many employment centers are not close to transit stations, thus forcing workers to continue to use their cars for work-related trips. The Project would help offset some of this existing imbalance by providing new development that accommodates jobs at a transit station.

Tables 27 and 28 provide a summary of estimated effects in terms of trip reduction by TDM strategies considered for the Project for Options A and B, respectively. The trip reduction estimates for each program are conservative assumptions based on characteristics of various TDM programs employed in projects across the country. Detailed descriptions of these TDM programs are provided in Appendix G. As shown in the tables, the proposed TDM programs for both options are expected to achieve a trip reduction higher than 12%. However, the analysis presented here is conservative as it assumes a 12% reduction in peak hour vehicular trips.

Project Trip Generation

Based on the TDM program outlined above, transit proximity of the Project and consultation with LADOT, a trip credit of 12% was applied to the trip generation of the Project under the Future with Project with Mitigation scenario. As mentioned in Chapter IV, LACDPW agreed with the trip generation rates and trip reduction factors assumed in this analysis in their preliminary assessment of the traffic analysis assumptions on February 4, 2008.

Under the Future with Project with Mitigation (12% TDM) scenario, Phase 1 of the Project is expected to generate a net total of 8,476 daily trips on a typical weekday, including approximately 937 morning peak hour trips (774 inbound, 163 outbound) and 1,142 afternoon peak hour trips (220 inbound, 922 outbound). Phase 2 (Option A) of the Project is expected to generate an additional net total of 3,986 daily trips on a typical weekday, including approximately 588 morning peak hour trips (517 inbound, 71 outbound) and 552 afternoon peak hour trips (94 inbound, 458 outbound). Phase 2 (Option B) of the Project is expected to generate an additional net total of 4,418 daily trips on a typical weekday, including approximately 332 morning peak hour trips (129 inbound, 202 outbound) and 368 afternoon peak hour trips (213 inbound, 155 outbound).

Under the Future with Project with Mitigation (12% TDM) scenario, the Project Site is expected to generate a total of 12,462 daily trips including 1,589 morning peak hour trips (1,329 inbound, 260 outbound) and 1,869 afternoon peak hour trips (361 inbound, 1,508 outbound) under Option A. Under Option B, the Project Site is expected to generate a total of 12,894 daily trips including 1,333 morning peak hour trips (941 inbound, 392 outbound) and 1,685 afternoon peak hour trips (480 inbound, 1,205 outbound).

An additional traffic impact analysis was conducted for a TDM program that was designed to achieve a 20% reduction in vehicular trips expected to be generated by the Project. This analysis and the corresponding mitigation program have been provided in Appendix G.

It should be noted according to standard LADOT Traffic Study policies and procedures, projects in Hollywood receive a transit trip credit of 25% as discount for proximity to a transit station

(within ¼ of a mile). Therefore, the analysis presented in this traffic study is based on conservative assumptions.

FREEWAY INTERCHANGE IMPROVEMENTS – PHASE 2 IMPROVEMENT PROGRAM

The Project's freeway interchange improvements include modification to the US 101 ramps at Universal Terrace Parkway (Campo de Cahuenga Way), and the US 101 northbound off-ramp at Lankershim Boulevard. The improved lane configurations at the analyzed intersections are illustrated in Appendix A.

This mitigation program for this Project does not include the provision of the missing US 101-SR 134 connector ramps (westbound SR 134 to south bound US 101, and northbound US 101 to eastbound SR 134). The US 101-SR 134 connector ramps were analyzed to determine their overall effectiveness and were found not to be beneficial to mitigate Project traffic. In addition, this improvement would require the taking by eminent domain of a number of single family homes and a church, which would represent potentially significant secondary impacts. A more detailed discussion of this connector ramp evaluation is found in Appendix H.

US 101 Ramps at Universal Terrace Parkway (Campo de Cahuenga Way) Interchange Improvements

In Phase 2, the Project proposes to build new southbound ramps and re-design the existing northbound off-ramp at Universal Terrace Parkway (Campo de Cahuenga Way) & US 101. The resulting interchange would reflect the design of a high capacity version of a freeway/arterial interchange. Figure 62 illustrates the major components of the improvement, which include:

1. The existing US 101 southbound on-ramp east of Fruitland Drive at Ventura Boulevard would be relocated east to the intersection of Fruitland Drive and Ventura Boulevard.

2. A new southbound off-ramp to Ventura Boulevard would be built underneath the Universal Terrace Parkway (Campo de Cahuenga Way) bridge, connecting to Ventura Boulevard at its intersection with the relocated US 101 southbound on-ramp at Fruitland Drive. A signal would be installed at the intersection.

3. A new southbound on-ramp would be built from the existing intersection of Universal Terrace Parkway (Campo de Cahuenga Way) and US 101 northbound ramps connecting with the relocated southbound on-ramp at Fruitland Drive. The two southbound on-ramps would be merged and then blended into the freeway. This would require widening the existing freeway bridge over Lankershim Boulevard.

4. The existing US 101 northbound off-ramp at Universal Terrace Parkway (Campo de Cahuenga Way)does not permit a right-turn movement onto eastbound Universal Terrace Parkway (Campo de Cahuenga Way). The improvement would widen the off-ramp to provide a right-turn lane from the off-ramp Universal Terrace Parkway (Campo de Cahuenga Way).

This interchange improvement would provide direct access to the Project Site and it would also reduce traffic congestion on Ventura Boulevard, Lankershim Boulevard, Cahuenga Boulevard, and the US 101 southbound ramps at Regal Place by allowing southbound traffic to use the US 101 interchange at Universal Terrace Parkway (Campo de Cahuenga Way) to access the Project Site and the entire Universal City area.

Signal warrants for the Ventura Boulevard & US 101 southbound ramps/Fruitland Drive intersection are provided in Appendix I. A detailed description of this interchange improvement has been provided in Appendix J.

The interchange improvement will be the subject of a Project Study Report (PSR) which includes the development and analysis of alternatives to the proposed improvement. Detailed analysis of these alternatives will be subject of a separate environmental analysis as part of the EIR process.

US 101 Northbound Off-Ramp at Lankershim Boulevard

In Phase 2, the Project proposes to widen the US 101 northbound off-ramp to provide access to the parking garage on Site C. At this existing off-ramp, a new west leg to the existing signalized intersection would be constructed that provides direct access to the Site C parking garage via a driveway along the south side of the site. Project traffic would be allowed to exit the site at this intersection via a right-turn only driveway onto southbound Lankershim Boulevard. A detailed description of this improvement has been provided in Appendix J.

CORRIDOR IMPROVEMENT – PHASE 1 AND PHASE 2 IMPROVEMENT PROGRAM

The improvement includes widening selected intersections along the Lankershim Boulevard corridor between its intersection with Cahuenga Boulevard on the north and the US 101 northbound off-ramp on the south. The widening would provide additional turn lane capacity into and out of the Project Site and capacity enhancements at the existing signalized intersections along the route. A traffic signal would be installed at Muddy Waters Drive, and signal system enhancements would be implemented in the corridor. This improvement would improve the traffic flow through the corridor and the ingress/egress from the Project Site. The proposed improvements are shown in Figures 63 and 64:

34. Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue – Phase 1 of the Project proposes to realign the intersection of Valleyheart Drive & Bluffside Drive to provide access to the parking garage at Site B while minimizing Project traffic interference with the existing neighborhood traffic. Also, Valleyheart Drive would be widened at its intersection with Lankershim Boulevard to provide dual left-turn lanes and a shared through/right lane in the eastbound direction. Phase 2 of the Project would restripe James Stewart Avenue at its intersection with Lankershim Boulevard to provide one left-turn, one shared through/left and dual right-turn lanes in the westbound direction.

35. Lankershim Boulevard & Main Street – Phase 1 of the Project proposes to widen Main Street at its intersection with Lankershim Boulevard to improve ingress/egress to/from the Site A parking garage.

36. Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive – In Phase 1, the Project proposes to widen Campo de Cahuenga Way at its intersection with Lankershim Boulevard and provide additional signal equipment to provide overlapping right-turn arrow signal indications for southbound Lankershim Boulevard.

72. Lankershim Boulevard & Muddy Waters Drive – This improvement would provide signalization of the intersection with protected left-turn phasing for southbound Lankershim Boulevard. This improvement would be implemented in Phase 1. Signal warrant worksheets are provided in Appendix I.

TRANSIT SYSTEM IMPROVEMENTS – PHASE 1 IMPROVEMENT PROGRAM

An extensive analysis was conducted to determine potential transit improvements to the existing transportation system serving the Project Site. There are several transit lines that currently serve the Study Area. In the vicinity of the Project, bus service is provided by Metro

and LADOT. As mentioned in Chapter II, Metro Local 150/240 and Metro Rapid 750 serve the Project Site and travel along the Ventura Boulevard corridor in the vicinity of the Project. Metro Local 150/240 has average headways of 10 minutes during both the weekday morning and afternoon peak hours. Metro Rapid 750 has average headways of 5 minutes and 10 minutes during the weekday morning and afternoon peak hours, respectively. Boardings are shown for the Project vicinity and the entire route in Table 9. Metro Rapid 750 operates above capacity under existing conditions in the peak direction for a majority of the peak period. The operating conditions of this line would worsen in the future without additional service improvements.

Given the number of Project trips utilizing the Ventura Boulevard corridor and the capacity deficiency on Metro Rapid 750, the Project proposes to provide one additional articulated bus (seated capacity = 66, standing capacity = 75), to be operated by Metro, to supplement regional bus transit service along the corridor in Phase 1. The Project shall also contribute towards net operations and maintenance (O&M) costs for the new bus during peak hours (7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m.) for the first three years. To ensure continued operations, the Project shall compensate for the unsubsidized portion of these costs for an additional seven years. Farebox revenues and state/federal transit subsidies shall be credited against O&M costs for years one through 10. This transit improvement recognizes, considers, and builds upon the recommendations from Metro.

This increased transit capacity along the impacted intersections on Ventura Boulevard corridor would offer the ability to reduce the number of automobiles in the corridor served by the additional bus. This transit improvement package would benefit as many as 33 of the 164 analyzed intersections within the Study Area. As many as 66 peak hour person-trips in the peak direction of travel are expected to be served by the proposed transit system improvement package. An estimate of the potential automobile reduction at each impacted location is made by comparing the additional articulated bus seating capacity added to the system at that location to the typical auto occupancy of 1.20 persons per auto in the Study Area. Thus, the addition of one articulated bus per hour has the ability to reduce the hourly automobile travel in the corridor by 55 automobiles per direction (66 seats per direction/1.2 persons per auto = 55 auto trips). These vehicular trip credits have been considered in the V/C calculations at individual locations affected by this service improvement. The service improvement would mitigate the Project impact at five intersections:

1. Colfax Avenue & Ventura Boulevard – full buildout, both options

14. Vineland Avenue & Ventura Boulevard – Phase 1 and full buildout, both options

111. Coldwater Canyon Avenue & Ventura Boulevard – full buildout, both options

112. Whitsett Avenue/Laurel Terrace Drive & Ventura Boulevard – full buildout, Option A

115. Laurel Canyon Boulevard & Ventura Boulevard – Phase 1 and full buildout, both options

Prior to the deployment of Metro Rapid 750, LADOT upgraded the traffic signal system along Ventura Boulevard to operate under the Transit Priority System (TPS) to allow for improved service efficiency, and enhanced surveillance and control of the Metro Rapid Bus service along the corridor. An integral part of the TPS is the strategic placement of closed-circuit television (CCTV) cameras at key intersections along Ventura Boulevard. This provides LADOT and Metro with the ability to monitor Metro Rapid buses and respond instantly to incidents that delay transit service. There is a need to install a CCTV camera at Vineland Avenue and Ventura Boulevard to complete the system along the corridor east of the I-405. Therefore, as part of the proposed transit system enhancement, the Project will also fund the installation of a CCTV camera at Vineland Avenue & Ventura Boulevard.

The Project will also contribute towards upgrade of the signal controllers at two intersections along Moorpark Street which runs parallel to the Ventura Boulevard corridor to improve the traffic flow on the corridor: Coldwater Canyon Avenue & Moorpark Street, Colfax Avenue & Moorpark Street.

Alternative Mitigation to Transit System Improvement

As an alternative to the provision of the additional bus to supplement the transit service along the corridor, alternative physical mitigations were identified along the Ventura Boulevard corridor that would be required to mitigate the Project's impacts to a less than significant level at the five intersections identified above. These improvements would be implemented if the additional bus is not provided to mitigate the Project impacts at the intersections identified above:

1. Colfax Avenue & Ventura Boulevard – This improvement proposes providing dual left-turn lanes for southbound Colfax Avenue. The approach is currently 38 feet wide with a triangular striped median between the left-turn only and right-turn only lanes and has a 12-foot sidewalk on the west side of the road. This improvement would restripe the approach to provide dual left-turn lanes of 10 feet and 11 feet, and a 12-foot right-turn only lane. The eastbound departure lanes on Ventura Boulevard are wide enough to receive the dual left-turn lanes.

   The intersection is impacted by the Project in the afternoon peak hour, under full buildout conditions, for both options. The proposed physical mitigation, which includes providing the additional southbound left-turn lane, would improve the V/C at the intersection in the afternoon peak hour to 0.874 under full buildout, Option A and, 0.869 under full buildout, Option B, and thus fully mitigates the Project impact at this intersection under full buildout conditions, for both options.

   This improvement would be implemented in 2015 under full buildout conditions.

14. Vineland Avenue & Ventura Boulevard – This improvement proposes providing dual left-turn lanes for eastbound Ventura Boulevard. The approach is currently 50 feet wide with a triangular striped median between the left-turn only and the through lanes and has a 15-foot sidewalk on the south side of the road with a 20-foot shared through/right curb lane. This improvement proposes to restripe the approach to provide dual left-turn lanes of 11 feet each, one 10-foot through lane, and a 18-foot shared through/right curb lane.

    The intersection is impacted by the Project in both peak hours, under Phase 1 and, in the afternoon peak hour under full buildout conditions, for both options. The proposed physical mitigation, which includes providing the additional eastbound left-turn lane, would improve the V/C at the intersection to 0.789 in the morning peak hour and to 0.779 in the afternoon peak hour under Phase 1. This improvement would fully mitigate the Project impact at the intersection in the afternoon peak hour under Phase 1. However, the improvement would not mitigate the Project impact at the intersection in the morning peak hour to less than significant. The intersection would experience a temporary significant impact in the morning peak hour that would be mitigated to less than significant because of the change in travel patterns that would result from the regional and sub-regional highway improvements that are proposed as part of the Phase 2 development.

    Under full buildout conditions, this mitigation would improve the V/C at the intersection in the afternoon peak hour to 0.799 under full buildout, Option A and, 0.799 under full buildout, Option B, and thus fully mitigates the Project impact at this intersection under full buildout conditions, for both options.

    This improvement would be implemented in 2011 under Phase 1.

Ventura Boulevard between Laurel Canyon Boulevard and Coldwater Avenue. The peak direction of travel along Ventura Boulevard in the Study Area is eastbound in the morning peak hour and westbound in the afternoon peak hour. The physical improvements identified

below would include the provision of an additional through lane in the eastbound direction in the morning peak hour and in the westbound direction in the afternoon peak hour on Ventura Boulevard from east of Laurel Canyon Boulevard to west of Coldwater Canyon Avenue. The roadway on Ventura Boulevard from east of Laurel Canyon Boulevard to Coldwater Canyon Avenue is 70 feet wide, with 10-foot through lanes, 20-foot curb lanes, and 10-foot left-turn lanes. West of Coldwater Canyon Avenue, the roadway on Ventura Boulevard is 75 feet wide, with 10-foot through lanes, a 20-foot curb lane on the north side of the street, a 25-foot curb lane on the south side of the street, and 10-foot left-turn lanes. The north side of the street has a 15-foot sidewalk for the entire segment, and the south side has a 15-foot sidewalk from east of Laurel Canyon Boulevard to Coldwater Canyon Avenue and a 10-foot sidewalk west of Coldwater Canyon Avenue. Parking is allowed between 8:00 a.m. and 6:00 p.m. on both sides of the street, thus resulting in a lane configuration of one left-turn lane, one through lane and one shared through/right lanes at the intersections along this segment.

This improvement proposes to provide an additional eastbound through lane in the morning peak hour in the identified segment by reducing the sidewalk to 13 feet on the south side of the street from east of Laurel Canyon Boulevard to Coldwater Canyon Avenue, and restriping the street to provide one 10-foot left-turn lane, two 10-foot through lanes, and one 12-foot shared through/right lane. Since eastbound Ventura Boulevard at Coldwater Canyon Avenue has a 25-foot curb lane, the improvement would provide a 15-foot shared through/right curb lane without reducing the sidewalk on the south side of the street west of Coldwater Canyon Avenue. This improvement would require the new through lane signed for "No Stopping between 7:00 a.m. and 9:00 a.m." to provide for the additional capacity required in the eastbound direction on the segment during the morning peak hour.

In the afternoon peak hour, this improvement proposes to provide an additional westbound through lane in the identified segment by reducing the sidewalk to 13 feet on the north side of the street from east of Laurel Canyon Boulevard to west of Coldwater Canyon Avenue, and restriping the street to provide one 10-foot left-turn lane, two 10-foot through lanes, and one 12-foot shared through/right lane. This improvement would require the new through lane signed for "No Stopping between 4:00 p.m. and 6:00 p.m." to provide for the additional capacity required in the westbound direction on the segment during the afternoon peak hour.

The improvement would be implemented in 2011 under Phase 1.

111. Coldwater Canyon Avenue & Ventura Boulevard – The intersection is impacted by the Project in both peak hours, under Phase 1 and full buildout conditions, for both options. The proposed physical mitigation would improve the V/C at the intersection in the morning peak hour to 0.776 under Phase 1, 0.827 under full buildout, Option A and, 0.824 under full buildout, Option B, and in the afternoon peak hour to 1.110 under Phase 1, 1.155 under full buildout, Option A and, 1.157 under full buildout, Option B. This improvement would reduce the Project impact in both peak hours to less than significant under Phase 1 and full buildout conditions, both options.

112. Whitsett Avenue/Laurel Terrace Drive & Ventura Boulevard – The intersection is impacted by the Project in the afternoon peak hour under full buildout conditions, Option A. The proposed physical mitigation would improve the V/C at the intersection in the afternoon peak hour to 0.707 under full buildout, Option A and thus fully mitigates the Project impact at this intersection.

115. Laurel Canyon Boulevard & Ventura Boulevard – The intersection is impacted by the Project in both peak hours, under Phase 1 and full buildout conditions, for both options. The proposed physical mitigation would improve the V/C at the intersection in the morning peak hour to 0.865 under Phase 1, 0.898 under full buildout, Option A and, 0.893 under full buildout, Option B, and in the afternoon peak hour to 0.869 under Phase 1, 0.965 under full buildout, Option A and, 0.968 under full buildout, Option B. This improvement would reduce the Project impact in both peak hours to less than significant under Phase 1 and full buildout conditions, both options.

The physical improvements identified above are not preferred to the transit system improvement since they result in loss of parking and narrower sidewalks impacting the high pedestrian flows in the active business district along the corridor.

SPECIFIC INTERSECTION IMPROVEMENTS

Intersection improvements designed to alleviate the significant impacts of the Project consist of the following: physical improvements (such as minor widening), signal system enhancements, and improvements to public transit system. Conceptual drawings showing details of the proposed physical improvements overlaid on an aerial photomap base are provided in Appendix K.

Widening and/or other improvements to the intersections would be required designed to meet the requirements of LADOT, City of Los Angeles Bureau of Engineering, LACDPW, Caltrans and/or City of Burbank Planning Department, based on the jurisdiction responsible for the intersection.

Signal system upgrades and enhancements include provision of additional/upgraded equipment and/or providing connections to existing traffic control systems. The City of Burbank has developed a program to implement an advanced signal control system similar to the City of Los Angeles' ATCS. The Citywide Signal Control System (CSCS) is an ITS that would connect intersections along the City's major travel corridors. The City of Burbank estimates that the implementation of this system would increase the intersection capacity by an additional 3% beyond their current signal system (2%). The Project would pay for the provision of new equipment at intersections where it proposes the implementation of CSCS as mitigation. Additionally, many study intersections in the City of Los Angeles jurisdiction currently operate with the 170 signal controller. Newer controllers (2070) provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow LADOT to provide instant adjustments to the signal's timing parameters to respond to real-time traffic demands. The City of Los Angeles has determined that the upgrade of the 170 controllers at these intersections to the enhanced 2070 signal controllers would increase intersection capacity by 1% (0.01 improvement in V/C ratio) credit.

The cost of the specific intersection improvements may be shared with a neighboring proposed development, the NBC Universal Vision Plan (Vision Plan). It is anticipated that construction of the Project would begin prior to commencement of construction of the first phase of the Vision Plan. In accordance with standard City of Los Angeles policy, the Project would be required to suitably guarantee the below-referenced intersection improvements prior to building permit issuance as well as implement these improvements for issuance of a certificate of occupancy. Some of these improvements would improve the intersection operating condition beyond what is required to mitigate the Project impacts from the Project alone. At such locations, the extra capacity or over-mitigation credit would be made available for the Vision Plan to use as mitigation. A Memorandum of Understanding was negotiated with LADOT that established that the extra capacity at these locations would be available for the Vision Plan on the basis of a fair-share financial participation in the improvements that would be implemented under a reimbursement agreement between the two parties. In the event that the Vision Plan is delayed or does not move forward, the Project would pay the full implementation costs of these traffic improvements and be reimbursed by the Vision Plan if and when that project is built. Any remaining excess capacity or

over-mitigation not utilized by the Project and Vision Plan could be made available to other projects.

Conversely, if the Project is delayed and construction of the Vision Plan commences first, the Vision Plan would be required to implement the mitigation measures. The extra capacity or over-mitigation credit would be made available to the Project on the basis of a fair-share financial participation in the improvement that would be implemented under a reimbursement agreement between the two parties. A conservative, worst-case alternative cumulative analysis (Vision Plan and Project, Option A) is presented in Appendix L.

Secondary Impacts

Parking Impacts. Improvements requiring widening and lane configuration changes at certain intersections would result in a loss of parking spaces and hence, result in a potential secondary impact at these locations. Parking utilization surveys were conducted at intersections where a potential loss of parking may occur, at both the spaces that would be lost and in the vicinity of the intersection (to determine if additional parking is available within walking distance to accommodate the vehicles utilizing the spaces to be removed), between 6:00 a.m. and 8:00 p.m. on a weekday. Detailed surveys have been provided in Appendix M.

Sidewalk Impacts. Improvements requiring widening and lane configuration changes at certain intersections could result in a reduction in sidewalk widths and hence, result in a potential secondary impact at these locations. LADOT's traffic study guidelines identify standard sidewalk widths as 10 feet to 12 feet with a minimum required width of 9 feet. While none of the proposed physical improvements would reduce sidewalk widths to be reduced to less than 9 feet, it is conservatively concluded that a significant and unavoidable secondary impact would occur at intersections where the proposed improvements include the reduction of the sidewalk from its current width.

Phase 1 Impacts – 2011 Improvement Program

Due to the regional improvements listed above to be implemented with Phase 2 of the Project, certain intersections are impacted by Phase 1 but not Phase 2. Improvements were developed to mitigate these temporary Phase 1 impacts.

3. Tujunga Avenue & Riverside Drive/Camarillo Street – The Project would contribute to upgrade the signal controller at the intersection from 170 to 2070. This improvement would increase the intersection capacity by 1%.

9. Vineland Avenue/Lankershim Boulevard & Camarillo Street – The Project would contribute to upgrade the signal controller at the intersection from 170 to 2070. This improvement would increase the intersection capacity by 1%.

10. Vineland Avenue & Riverside Drive – The Project would contribute to upgrade the signal controller at the intersection from 170 to 2070. This improvement would increase the intersection capacity by 1%.

18. Lankershim Boulevard & SR 134 westbound off-ramp – The Project would contribute to upgrade the signal controller at the intersection from 170 to 2070. This improvement would increase the intersection capacity by 1%.

20. Lankershim Boulevard & Moorpark Street – The improvement proposes adding an eastbound right-turn lane so that the Moorpark Street eastbound approach would have a left-turn only lane, one through lane, and a right-turn only lane. This improvement proposes to widen the approach to provide a 12-foot right-tum lane by reducing the sidewalk on the south side of the approach from 12 feet to 10 feet. This improvement would thus result in a loss of five parking spaces. A parking utilization survey, provided in Appendix M, was conducted of these five spaces, and in the vicinity of the intersection. The survey determined that the removal of these spaces would result in a potential shortfall of two spaces between 7:00 p.m. and 8:00 p.m. In order to mitigate this potential shortfall, the new right-turn lane would be signed for "No Stopping between 7:00 a.m. and 7:00 p.m." to provide for the additional capacity required at the intersection during the day. Before 7:00 a.m. and after 7:00 p.m., the lane would be available for parking. Hence, this measure would reduce the secondary impact on parking to less than significant.

    As mentioned, standard LADOT procedures require a sidewalk width of 10 feet to 12 feet with a minimum of nine feet. While the proposed physical improvement does not reduce the width of the sidewalk width at this intersection to be reduced to less than 9 feet, it is conservatively concluded that a significant and unavoidable secondary impact would occur at this intersection due to the reduction of the sidewalk from its current width.

Phase 1 & Full Buildout Impacts – 2011 Improvement Program

Certain intersections are impacted by both Phase 1 and full buildout of the Project. Thus, improvements that were developed to mitigate the Project impacts at these intersections at full buildout, with the completion of Phase 2, would be needed earlier in order to mitigate the Phase 1 impact. Unless otherwise noted, the proposed mitigation would reduce the significant impact to less than significant:

19. Lankershim Boulevard & Riverside Drive – Provide a westbound right-turn only lane so that the Lankershim Boulevard westbound approach would have a left-turn lane, two through lanes and a right-turn lane. The approach currently has a 20-foot sidewalk on the north side of the road with a 14-foot shared through/right curb lane. This improvement proposes to reduce the sidewalk to 15 feet and provide an 11-foot wide right-turn only lane by moving the westbound approach and eastbound departure lanes 1 foot south. The approach has parking restrictions (red-curb) up to approximately 150 feet from the intersection and thus there would be no loss of parking as a result of the proposed improvement.

    This improvement partially mitigates the significant impact of Phase 1 at this intersection in the morning peak hour and completely mitigates the impact of the Project at full buildout under both peak hours. The intersection improvement appears to be more effective under Phase 2 operations because the implementation of the Universal Terrace Parkway (Campo de Cahuenga Way) interchange improvements in Phase 2 shifts traffic away from the Lankershim Boulevard corridor. Thus, the intersection would have a temporary significant impact in the morning peak hour until completion of the Universal Terrace Parkway (Campo de Cahuenga Way) interchange improvements.

    As mentioned above, standard LADOT procedures require a sidewalk width of 10 feet to 12 feet with a minimum of 9 feet. While the proposed physical improvement does not reduce the width of the sidewalk width at this intersection to be reduced to less than 9 feet, it is conservatively concluded that a significant and unavoidable secondary impact would occur at this intersection due to the reduction of the sidewalk from its current width.

24. Cahuenga Boulevard & Magnolia Boulevard – The improvement proposes providing an additional eastbound through lane so that the Magnolia Boulevard eastbound approach would have a left-turn-only lane, one through lane and a shared through/right lane. The eastbound departure has two receiving lanes and parking restrictions for the entire block. The eastbound approach currently has a 15-foot sidewalk on the south side of the road with a 20-foot shared through/right curb lane. This improvement proposes to reduce the sidewalk to 13 feet and provide a 12-foot shared through/right lane. This improvement would result in a loss of three parking spaces on the eastbound approach. A parking utilization survey, provided in Appendix M, was conducted of these three spaces, and in the vicinity of the intersection. The survey determined that the removal of these spaces would not result in a parking shortfall in the vicinity of the intersection. Hence, no secondary impact on parking would occur due to the proposed improvement.

This improvement would fully mitigate the Project impact at this intersection under both Phase 1 and full buildout conditions, for both options.

As mentioned above, standard LADOT procedures require a sidewalk width of 10 feet to 12 feet with a minimum of nine feet. While the proposed physical improvement does not reduce the width of the sidewalk width at this intersection to be reduced to less than 9 feet, it is conservatively concluded that a significant and unavoidable secondary impact would occur at this intersection due to the reduction of the sidewalk from its current width.

26. Cahuenga Boulevard & Camarillo Street – The improvement proposes providing a southbound right-turn lane so that the Cahuenga Boulevard southbound approach would have a left-turn lane, one through lane, and a right-turn only lane. The approach currently has a 5-foot sidewalk and 7-foot grass parkway area on the west side of the road with a 14-foot wide shared through/right curb lane. This improvement proposes to reduce the grass area to three feet, shift the northbound departure lanes to the east by one foot, and reduce the southbound left-turn lane to nine feet, to provide an 11-foot southbound right-turn lane. The improvement would also require moving the utility pole located on the northwest corner of the intersection. The approach has parking restrictions (red-curb) up to approximately 135 feet from the intersection and thus there would be no loss of parking on the southbound approach.

This improvement would result in a loss of one parking space on the westbound departure due to realignment of the curb. A parking utilization survey, provided in Appendix M, was conducted of this space, and in the vicinity of the intersection. The survey determined that the removal of this space would not result in a parking shortfall in the vicinity of the intersection. Hence, no secondary impact on parking would occur due to the proposed improvement.

As mentioned above, standard LADOT procedures require a sidewalk width of 10 feet to 12 feet with a minimum of nine feet. While the proposed physical improvement does not reduce the width of the sidewalk width at this intersection to be reduced to less than 9 feet, it is conservatively concluded that a significant and unavoidable secondary impact would occur at this intersection due to the reduction of the sidewalk from its current width.

This mitigation is, however, in conflict with a recent plan adopted for Cahuenga Boulevard that proposes to downgrade Cahuenga Boulevard from Secondary Highway standards to Collector Street standards. As substitute mitigation, the Project proposes to upgrade the signal controller at the intersection from 170 to 2070.

The intersection is impacted by the Project in the morning peak hour, under Phase 1 and full buildout conditions, for both options. The proposed physical mitigation, which includes providing the southbound right-turn lane, would improve the V/C at the intersection in the morning peak hour to 1.096 under Phase 1, 1.188 under full buildout, Option A and, 1.182 under full buildout, Option B, and thus fully mitigates the Project impact at this intersection under both Phase 1 and full buildout conditions, for both options.

The substitute mitigation, which provides for signal upgrade at the intersection, improves the V/C at the intersection in the morning peak hour to 1.119 under Phase 1, 1.214 under full buildout, Option A and, 1.208 under full buildout, Option B. This improvement fully mitigates the Project impact at the intersection under Phase 1. However, the improvement does not mitigate the Project impact at the intersection in the morning peak hour to less than significant under full buildout conditions, for both options.

Using a conservative approach, the analysis assumes that the proposed physical improvement would not be implemented and residual impacts would remain at this intersection during the morning peak hour under full buildout conditions, for both options. In the event that the physical improvement is implemented, the Project impacts at this location would be mitigated to less than significant for all scenarios.

28. Cahuenga Boulevard & SR 134 eastbound ramps – The improvement proposes to widen the SR 134 eastbound off-ramp to provide a 14-foot left-turn only lane, 12-foot shared left/right lane, and one 14-foot right-turn only lane. The northbound departure lanes on Cahuenga Boulevard are wide enough to receive the dual left-tum lanes.

    The Project would also contribute to upgrade the signal controller at the intersection from 170 to 2070 under Option A in Phase 2. This improvement would increase the intersection capacity by 1%.

    This improvement fully mitigates the Project impact at this intersection under both Phase 1 and full buildout conditions, for both options.

29. Cahuenga Boulevard & Riverside Drive – The improvement proposes providing a westbound right-turn lane so that the Riverside Drive westbound approach would have a left-turn lane, two through lanes, and a right-turn only lane. The approach currently has a 24-foot shared through/right curb lane. This improvement proposes to restripe the approach to provide a 14-foot right-turn lane. The approach has parking restrictions up to approximately 150 feet from the intersection and thus there would no loss of parking as a result of the proposed improvement.

    The Project would also contribute to upgrade the signal controller at the intersection from 170 to 2070. This improvement would increase the intersection capacity by 1%.

    This improvement would partially mitigate the significant impact of Phase 1 at this intersection in the morning peak hour and mitigates to less than significant the impact of the Project at full buildout. Thus the intersection would have a temporary significant impact in the morning peak hour until completion of the Universal Terrace Parkway (Campo de Cahuenga Way) interchange improvements.

30. Cahuenga Boulevard & Moorpark Street – The improvement proposes providing a northbound right-turn lane so that the Cahuenga Boulevard northbound approach would have a left-turn lane, two through lanes, and a right-turn only lane. The approach currently has a 15-foot sidewalk on the east side of the road with an 18-foot shared through/right curb lane. This improvement proposes to reduce the sidewalk to 12 feet and shift the southbound departure lanes west by one foot to provide an 12-foot northbound right-turn lane.

The approach has parking restrictions up to approximately 50 feet from the intersection and would thus result in a loss of three parking spaces on the northbound approach. A parking utilization survey, provided in Appendix M, was conducted of these three spaces, and in the vicinity of the intersection. The survey determined that the removal of these spaces would not result in a parking shortfall in the vicinity of the intersection. Hence, no secondary impact on parking would occur due to the proposed improvement.

As mentioned, standard LADOT procedures require a sidewalk width of 10 feet to 12 feet with a minimum of nine feet. While the proposed physical improvement does not reduce the width of the sidewalk width at this intersection to be reduced to less than 9 feet, it is conservatively concluded that a significant and unavoidable secondary impact would occur at this intersection due to the reduction of the sidewalk from its current width.

The Project would also contribute to upgrade the signal controller at the intersection from 170 to 2070. This improvement would increase the intersection capacity by 1%.

This mitigation is, however, in conflict with a recent plan adopted for Cahuenga Boulevard that proposes to downgrade Cahuenga Boulevard from Secondary Highway standards to Collector Street standards.

The intersection is impacted by the Project in both peak hours, under Phase 1 and full buildout conditions, for both options. The proposed physical mitigation, which includes providing the northbound right-turn lane and upgrade of the signal controller, would improve the V/C at the intersection in the morning peak hour to 0.852 under Phase 1, 0.955 under full buildout, Option A and, 0.922 under full buildout, Option B, and in the afternoon peak hour to 0.719 under Phase 1, 0.882 under full buildout, Option A and, 0.873 under full buildout, Option B. This improvement would not reduce the Project impact in the morning peak hour to less than significant under Phase 1 and full buildout conditions, both options. The improvement mitigates the impact in the afternoon peak hour to less than significant under Phase 1 and full buildout conditions, both options.

Due to physical constraints, no substitute mitigation is available that would fully mitigate the Project impact at this location to less than significant. Thus this analysis conservatively assumes that the proposed physical improvement would not be implemented and the Project would only contribute to the upgrade of the signal controller at the intersection. This would improve the V/C at the intersection in the morning peak hour to 0.852 under Phase 1, 0.955 under full buildout, Option A and, 0.922 under full buildout, Option B, and in the afternoon peak hour to 0.837 under Phase 1, 1.016 under full buildout, Option A and, 0.998 under full buildout, Option B. This improvement would not reduce the Project impact in both peak hours to less than significant under Phase 1 and full buildout conditions, both options.

40. Ledge Avenue/Moorpark Way & Riverside Drive – The improvement proposes providing dual left-turn lanes for westbound Riverside Drive. The second lane from the median would be for vehicles turning left onto Moorpark Way from westbound Riverside Drive. This improvement would require removing the six-foot raised median on the approach. The north side of the street has a red curb and thus there would be no loss of parking. The improvement would also require moving the signal pole on Moorpark Way at the

intersection. The raised median on westbound Riverside Drive would require the removal of a monument sign placed on the median.

The Project would also widen eastbound Moorpark Way to provide an 11-foot left-turn pocket, one 10-foot through lane, and an 11-foot shared through/right lane. The curb lane is currently 19 feet wide with a six-foot wide sidewalk and 5-foot grass lawn. This improvement would require reducing the grass lawn by two feet.

The Project would also contribute to upgrade the signal controller at the intersection from 170 to 2070. This improvement would increase the intersection capacity by 1%.

This improvement would result in a loss of 10 parking spaces on the eastbound Moorpark Way approach and five spaces on the westbound Riverside Drive approach. A parking utilization survey, provided in Appendix M, was conducted of these spaces, and in the vicinity of the intersection. The survey determined that the removal of these spaces would result in a potential shortfall of 13 spaces between 8:00 a.m. and 9:00 a.m., and three spaces between 7:00 p.m. and 8:00 p.m. only. Hence, a potential significant secondary impact on parking would occur due to the proposed improvement.

As mentioned, standard LADOT procedures require a sidewalk width of 10 feet to 12 feet with a minimum of nine feet. While the proposed physical improvement does not reduce the width of the sidewalk width at this intersection to be reduced to less than 9 feet, it is conservatively concluded that a significant and unavoidable secondary impact would occur at this intersection due to the reduction of the sidewalk from its current width.

These improvements do not reduce the Project impact in the afternoon peak hour to less than significant under the full buildout conditions both options. The improvement mitigates the impact in the morning peak hour under Phase 1 and full buildout conditions, both options.

47. Barham Boulevard & Cahuenga Boulevard – The Project would widen the Cahuenga Boulevard westbound approach to provide an additional through lane to match the existing westbound departure. This improvement requires Caltrans right-of-way. If this right-of-way is not available, a significant impact would remain at this location.

Full Buildout Impacts – 2015 Improvement Program

The intersections described below are impacted by the Project only at full buildout. All of the improvements are common to both options under Phase 2 development except for the intersection of Highland Avenue & Franklin Place/Franklin Avenue which is specific to Option A, and the intersections of Mulholland Boulevard & Cahuenga Boulevard and Hollywood Way & Alameda Avenue which are specific to Option B. Unless otherwise noted, the proposed mitigation would reduce the significant impact at full buildout to less than significant.

11. Vineland Avenue & Moorpark Street – The Project would contribute to upgrade the signal controller at the intersection from 170 to 2070. This improvement would increase the intersection capacity by 1%.

23. Metro Driveway & Campo de Cahuenga Way –The Project would provide additional signal equipment to provide protected left-turn phasing for eastbound Campo de Cahuenga Way and overlapping right-turn arrow signal indications for the southbound driveway from the Site B parking garage.

    These improvements do not reduce the Project impact in the afternoon peak hour to less than significant under the full buildout conditions in 2015. The improvement mitigates the impact in the morning peak hour.

32. Cahuenga Boulevard & Valley Spring Lane – The Project would contribute for signalization of the intersection with permitted left-turn phasing for all approaches. Signal warrant worksheets are provided in Appendix I. As shown in the signal warrants, the intersection does not meet signal warrants with the traffic projections in 2015. Based on consultation with LADOT, this intersection would be monitored as part of the Neighborhood Traffic Management program outlined in Chapter IX, and a signal would be installed when traffic volumes warrant the signalization of the intersection. A significant Project impact would remain at this intersection until the signal is installed.

41. Forman Avenue & Riverside Drive – The improvement proposes providing a westbound right-turn lane so that the Riverside Drive westbound approach would have a left-turn lane, two through lanes, and a right-turn only lane. The approach currently has a 21-foot shared through/right curb lane with parking restrictions up to approximately 30 feet from the intersection. This improvement proposes to restripe the approach to provide an 11-foot right-turn lane and would require removing three parking spaces. A parking utilization survey, provided in Appendix M, was conducted of these three spaces, and in the vicinity of the intersection. The survey determined that the removal of these spaces would not result in a parking shortfall in the vicinity of the intersection. Hence, no secondary impact on parking would occur due to the proposed improvement.

    The Project would also contribute to upgrade the signal controller at the intersection from 170 to 2070. This improvement would increase the intersection capacity by 1%.

50. Mulholland Drive & Cahuenga Boulevard – The Project would contribute to upgrade the signal controller at the intersection from 170 to 2070. This improvement would increase the intersection capacity by 1%. This improvement would be required only if Option B is developed in Phase 2.

66. Highland Avenue & Franklin Place/Franklin Avenue – The Project would contribute to upgrade the signal controller at the intersection from 170 to 2070. This improvement would increase the intersection capacity by 1%. This improvement would be required only if Option A is developed in Phase 2.

79. Pass Avenue & Alameda Avenue – The Project would contribute to the provision of additional signal equipment to connect the intersection to the City of Burbank's CSCS. This improvement would increase the intersection capacity by 3%.

84. Hollywood Way & Alameda Avenue – The Project would contribute to the provision of additional signal equipment to connect the intersection to the City of Burbank's CSCS. This improvement would increase the intersection capacity by 3%. This improvement would be required only if Option B is developed in Phase 2.

85. Cordova Street/SR 134 westbound off-ramp & Alameda Avenue – The Project would contribute to the provision of additional signal equipment to connect the intersection to the City of Burbank's CSCS. This improvement would increase the intersection capacity by 3%.

153. Hollywood Way & Verdugo Avenue – The Project would contribute to the provision of additional signal equipment to connect the intersection to the City of Burbank's CSCS. This improvement would increase the intersection capacity by 3%.

INTERSECTION TRAFFIC VOLUMES WITH REGIONAL AND SUB-REGIONAL TRANSPORTATION IMPROVEMENTS

The traffic patterns in the Study Area in the year 2015 would change significantly with the above-mentioned regional transportation improvements in place. Forecasts of traffic patterns in the Study Area with the proposed regional transportation improvements are based on the Metro Universal Transportation Model employing the methodology described in Chapter III and applying changes to the network to reflect the improvements.

The trip distribution for the Project trips was performed within the Metro Universal Transportation Model framework using the gravity model formulation described earlier. Figures 65 and 66 illustrate the Project-only and the Future with Project with Mitigation traffic volumes, respectively, for the morning and afternoon peak hours for the year 2011. Figure 67 illustrates the Future with Project with Mitigation traffic volumes, respectively, for the morning and afternoon peak hours for the year 2015 under Option A. Figure 68 illustrates the Future with Project with Mitigation traffic volumes, respectively, for the morning and afternoon peak hours for the year 2015 under Option B.

INTERSECTION OPERATING CONDITIONS AND TRAFFIC IMPACTS

The Future with Project with Mitigation conditions are defined by the traffic volumes, intersection lane configurations and roadways that would exist in year 2015 following development of Phase 2

and implementation of all the transportation improvements described above. Figures 69 and 70 illustrate the locations with proposed physical, signal system enhancement, and transit improvements for Options A and B, respectively. Tables 29 and 30 show the results of the LOS analysis at the analyzed intersections with the above improvements in place at full buildout, for Options A and B, respectively. As mentioned above, some of the intersection improvements proposed for the year 2015 would be implemented by the year 2011 to mitigate Phase 1 impacts.

Table 31 shows the results of the LOS analysis at the analyzed intersections with the improvements for Phase 1 in place. Figures 71 and 72 graphically illustrate LOS at the analyzed intersections for the morning and afternoon peak hours, respectively, for Future with Project with Mitigation scenario (Phase 1 – year 2011) with the proposed mitigations in place. LOS at the analyzed intersections for the morning and afternoon peak hours, respectively, for Future with Project with Mitigation scenario (full buildout, Option A – year 2015) with the proposed mitigations in place are illustrated in Figures 73 and 74. Figures 75 and 76 graphically illustrate LOS at the analyzed intersections for the morning and afternoon peak hours, respectively, for the Future with Project with Mitigation scenario (full buildout, Option B – year 2015) with the proposed mitigations in place. The improved intersection lane configurations and detailed LOS worksheets are provided in Appendices A and D, respectively.

Under Future with Project with Mitigation scenario (Phase 1 – year 2011), 79% and 84% of the intersections operate at LOS D or better, 11% and 8% at LOS E and 10% and 8% at LOS F during the morning and afternoon peak hours, respectively. In the Future with Project with Mitigation scenario (full buildout, Option A – year 2015), 74% and 73% of the intersections operate at LOS D or better, 14% and 14% at LOS E and 12% and 13% at LOS F during the morning and afternoon peak hours, respectively. In the Future with Project with Mitigation scenario (full buildout, Option B – year 2015), 74% and 73% of the intersections operate at LOS D or better, 14% and 15% at LOS E and 12% and 12% at LOS F during the morning and afternoon peak hours, respectively.

INTERSECTION IMPACT SUMMARY – FULL BUILDOUT, OPTION A		
	Before Mitigation	**After Mitigation**
A.M. Peak Hour	37	4
P.M. Peak Hour	34	8
Total	52	9

INTERSECTION IMPACT SUMMARY – FULL BUILDOUT, OPTION B		
	Before Mitigation	**After Mitigation**
A.M. Peak Hour	33	5
P.M. Peak Hour	29	6
Total	42	9

The roadway improvements in the mitigation program are aimed at increasing the capacity of the impacted intersections and corridors. Intersection LOS analysis shows whether or not a mitigation measure adds enough capacity to the intersection to compensate for the incremental Project traffic added to the intersection. The analysis summarized above shows that the intersection and corridor improvements included in the Project improvement program mitigate 33 of the 37 morning peak hour and 26 of the 34 afternoon peak hour impacted intersections under Option A. Under Option B, the Project improvement program mitigates 28 of the 33 morning peak hour and 23 of the 29 afternoon peak hour impacted intersections. As mentioned above, this analysis conservatively assumes that the physical improvements proposed for the intersections of Cahuenga Boulevard & Camarillo Street and Cahuenga Boulevard & Moorpark Street would not be implemented. In the event that these improvements are implemented the number of residual impacts after mitigation would be three in the morning peak hour and seven in the afternoon peak hour (total of eight intersections) under Option A, and four in the morning peak hour and five in the afternoon peak hour (total of eight intersections) under Option B.

Residual significant impacts after the implementation of Project mitigation program remain at:

22. US 101 northbound ramps & Campo de Cahuenga Way – afternoon peak hour, full buildout, Option A

23. Metro Driveway & Campo de Cahuenga Way – afternoon peak hour, full buildout, both options

26. Cahuenga Boulevard & Camarillo Street – morning peak hour, full buildout, both options

30. Cahuenga Boulevard & Moorpark Street – both peak hours, Phase 1 and full buildout, both options

35. Lankershim Boulevard & Main Street – afternoon peak hour, full buildout, both options

36. Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive – both peak hours, full buildout, both options

40. Ledge Avenue/Moorpark Way & Riverside Drive – afternoon peak hour, full buildout, both options

47. Barham Boulevard & Cahuenga Boulevard – morning peak hour, Option B

49. Oakcrest Drive & Cahuenga Boulevard – morning peak hour, Option B

73. Lankershim Boulevard & Jimi Hendrix Drive – afternoon peak hour, full buildout, both options

133. Highland Avenue & Hollywood Boulevard – both peak hours, full buildout, Option A

Additionally, temporary significant impacts remain at eight intersections under Phase 1. These impacts would be mitigated because of the change in travel patterns that would result from the regional and sub-regional highway improvements that are proposed as part of the Phase 2 development. These intersections include:

3. Tujunga Avenue & Riverside Drive/Camarillo Street
9. Vineland Avenue/Lankershim Boulevard & Camarillo Street
10. Vineland Avenue & Riverside Drive
14. Vineland Avenue & Ventura Boulevard
19. Lankershim Boulevard & Riverside Drive
20. Lankershim Boulevard & Moorpark Street
21. Lankershim Boulevard & Whipple Street
29. Cahuenga Boulevard & Riverside Drive

FREEWAY RAMP IMPROVEMENTS

As mentioned in Chapter IV, the Project would add traffic to failing freeway on- and off-ramps. The most likely improvement to mitigate these impacts would involve the widening of the on- or off-ramp to increase the available storage capacity. On-ramp traffic was evaluated to determine if the Project would add traffic to an on-ramp that exceeded the ability of the on-ramp to deliver traffic to the freeway. Caltrans suggested a maximum capacity of 900 vphpl. Based on this criterion, under the Future with Project with Mitigation conditions (year 2030), eight of the analyzed on-ramps are failing. Three of these on-ramps are failing under existing conditions.

For off-ramps, a queuing analysis was performed that identified the locations where off-ramp traffic is projected to back out onto the mainline freeway lanes. For Option A, this condition occurred at six off-ramps under Future with Project with Mitigation conditions (year 2030).

Detailed plans for ramp widening are not available at this time and therefore Caltrans has adopted a mathematical formula to calculate a Project's fair-share of an overall improvement cost. The fair-share calculation assigns costs to a project in proportion to the project's share of the traffic growth between existing conditions (year 2006) and the year 2035. This fair-share calculation indicates that the Project would be responsible for between 0.0% and 14.9% for the on-ramp improvements, and 0.0% and 33.2% of the cost of the off-ramp improvements. The Project does not add traffic to some of these failing ramps and thus would not be responsible for contributing to any proposed improvements at these locations.

As mitigation, the Project has agreed to pay its fair-share of improvements to any of the identified significantly impacted ramps that are implemented by Caltrans by the year 2015. However, since no improvements are currently identified, this analysis conservatively assumes that impacts would remain significant.

SUMMARY OF INTERSECTION IMPACTS

Tables 29, 30 and 31 show the residual and temporary significant impacts of the Project. Figure 77 and 78 graphically illustrate the residual impacted locations in the morning and afternoon peak hours for Options A and B, respectively. All of the intersections fall under the jurisdiction of the City of Los Angeles. A summary of the residual significant impacts at the study intersections at full buildout follows:

22. The intersection of US 101 northbound ramps & Campo de Cahuenga Way is projected to operate at LOS C or better in both peak hours in full buildout conditions under both options. Due to physical constraints, no feasible mitigation could be proposed to fully mitigate the Project impact at this location under Option A.

23. The intersection of Metro Driveway & Campo de Cahuenga Way is projected to operate at LOS C or better in both peak hours in full buildout conditions under both options. The mitigation proposed for the intersection is not sufficient to mitigate the Project impact at this intersection in the afternoon peak hour to a less than significant level. Due to

physical constraints, no feasible mitigation could be proposed to fully mitigate the Project impact at this location,

26. This analysis conservatively assumes that the physical improvement proposed for the intersection of Cahuenga Boulevard & Camarillo Street is not implemented. The substitute improvement proposed for the intersection does not mitigate the Project impact in the morning peak hour to less than significant in full buildout conditions, both options. This location would be mitigated to a LOS F in the morning peak hour and LOS E in the afternoon peak hour under both options.

30. This analysis conservatively assumes that the physical improvement proposed for the intersection of Cahuenga Boulevard & Moorpark Street is not implemented. The substitute improvement proposed for the intersection does not reduce the Project impact in both peak hours to less than significant in Phase 1 and full buildout conditions, both options. This location would be mitigated to a LOS D in both peak hours in Phase 1, LOS E in the morning peak hour and LOS F in the afternoon peak hour in full buildout conditions, Option A, and LOS E in both peak hours in full buildout conditions, Option B. Due to physical constraints, no feasible mitigation could be proposed to fully mitigate this intersection.

35. The intersection of Lankershim Boulevard & Main Street is projected to operate at LOS C or better in both peak hours in full buildout conditions under both options. The mitigation proposed for the intersection is not sufficient to mitigate the Project impact at this intersection to a less than significant level. Due to physical constraints, no feasible mitigation could be proposed to fully mitigate the Project impact at this location.

36. The intersection of Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive is projected to operate at LOS F in both peak hours in full buildout conditions under both options. The mitigation proposed for the intersection is not sufficient to mitigate the Project impact at this intersection to less than significant. Due to physical constraints, no feasible mitigation could be proposed to fully mitigate this intersection.

40. The improvement proposed for the intersection of Ledge Avenue/Moorpark Way & Riverside Drive does not reduce the Project impact in the afternoon peak hour to less than significant under either option in full buildout conditions. The improvement mitigates the impact in the morning peak hour under both options less than significant. This location would be mitigated to LOS C in the morning peak hour and LOS D in the afternoon peak hour in full buildout conditions under both options. Due to physical constraints, no feasible mitigation could be proposed to fully mitigate this intersection.

47. The improvement proposed for the intersection of Barham Boulevard & Cahuenga Boulevard does not reduce the Project impact in the morning peak hour to less than significant in full buildout conditions under Option B. The improvement mitigates the impact in the afternoon peak hour under both options less than significant. The intersection is projected to operate at LOS F in both peak hours in full buildout conditions under both options. Due to physical constraints, no feasible mitigation could be proposed to fully mitigate this intersection.

49. The intersection of Oakcrest Drive & Cahuenga Boulevard is impacted by the Project in the morning peak hour in full buildout conditions under Option B. The intersection is projected to operate at LOS E in the morning peak hour and LOS B in the afternoon peak hour in full buildout conditions under both options. Due to physical constraints, no feasible mitigation is available to mitigate this intersection.

73. The intersection of Lankershim Boulevard & Jimi Hendrix Drive is an unsignalized location and is projected to operate at LOS C in both peak hours in full buildout conditions under both options. The Project impact at this intersection can be mitigated by the provision of a signal; however, this would not meet the minimum spacing standards for closely-spaced signalized intersections along an arterial street.

133. The intersection of Highland Avenue & Hollywood Boulevard is projected to operate at LOS F during both peak hours in full buildout conditions under Option A. Due to physical constraints, no feasible mitigation is available to mitigate the Project impact under Option A at this intersection.

LOS D or better is considered an acceptable LOS by LADOT.

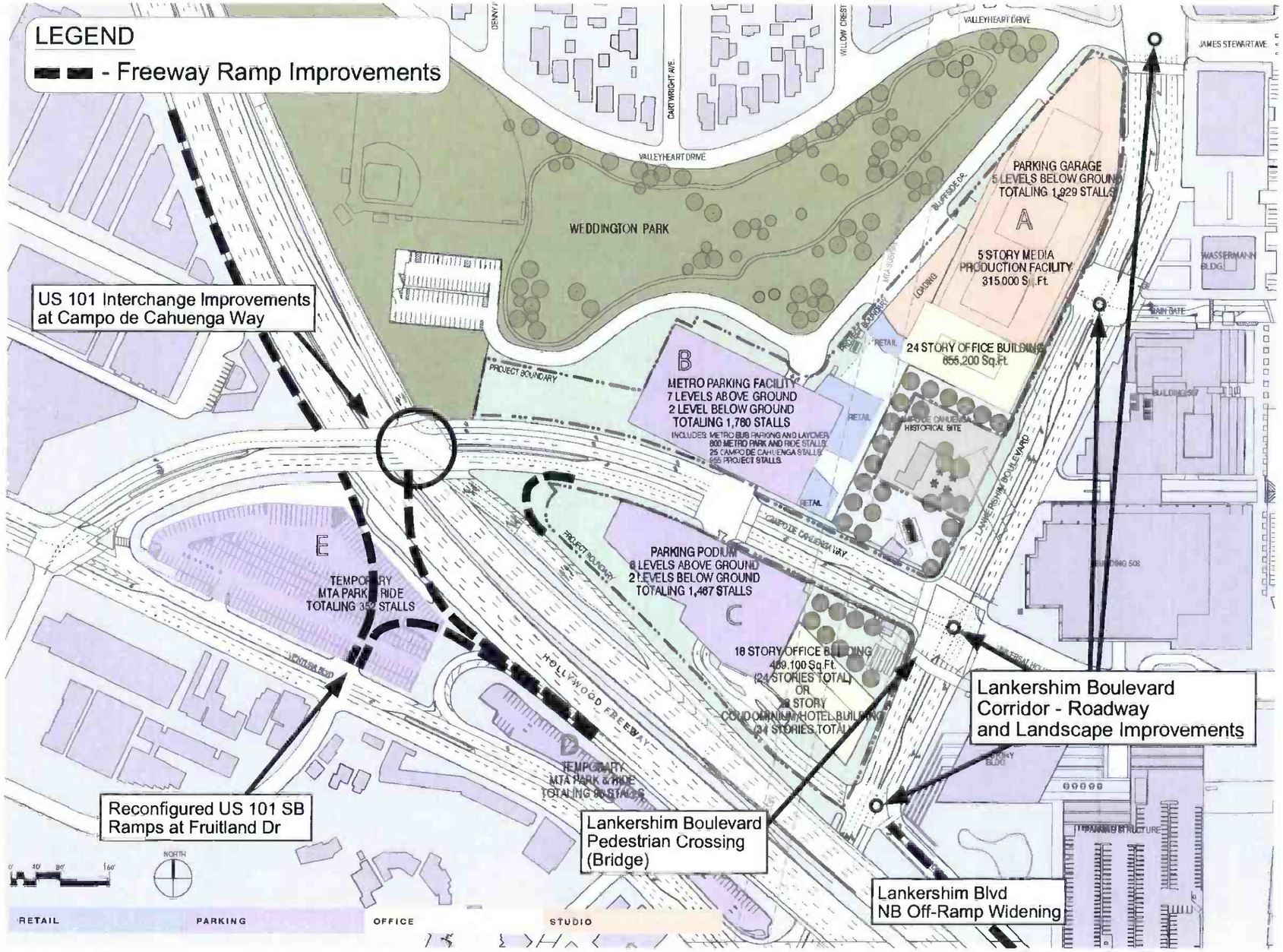
The tables below summarize the implementation schedule for the various elements of the mitigation program under Options A and B. If the City of Los Angeles or other agency with jurisdiction determines that any of the traffic measures are infeasible, then a significant impact(s) may remain. If improvements within the responsibility and jurisdiction of a public agency other than the City of Los Angeles (i.e., the City of Burbank or Caltrans) cannot be implemented, significant traffic impact(s) may remain. If implementation of any of the measures is delayed, temporary significant impacts could occur or continue.

PROJECT MITIGATION ELEMENT IMPLEMENTATION SUMMARY
OPTION A

Mitigation Element	Phase 1 - Year 2011 Implementation				Phase 2 - Year 2015 Implementaion		
	Improvement	Temporary Significant Impact	Project Impact Fully Mitigated?	Residual Significant Impact?	Improvement	Project Impact Fully Mitigated?	Residual Significant Impact?
TDM	X						
Freeway Interchange Improvements							
Universal Terrace Parkway					X		
Lankershim Boulevard Northbound Off-Ramp					X		
Lankershim Boulevard Corridor Improvements							
Intersection 34	X		X		X	X	
Intersection 35	X		X				X
Intersection 36	X		X				X
Intersection 72	X		X			X	
Transit Mitigation							
Intersection 1					X	X	
Intersection 14 (Includes the provision of a CCTV camera)	X	X			X	X	
Intersection 111	X		X		X	X	
Intersection 112	X				X	X	
Intersection 115	X		X		X	X	
Intersection 146 (Only includes upgrade of signal controller)	X		X		X	X	
Intersection 151 (Only includes upgrade of signal controller)	X		X		X	X	
Specific Intersection Improvements							
Intersection 3	X	X					
Intersection 9	X	X					
Intersection 10	X	X					
Intersection 11					X	X	
Intersection 18	X		X				
Intersection 19	X	X				X	
Intersection 20	X	X					
Intersection 21		X					
Intersection 22					X		X
Intersection 23					X		X
Intersection 24	X		X			X	
Intersection 26	X		X				X
Intersection 28	X		X			X	
Intersection 29	X	X				X	
Intersection 30	X			X			X
Intersection 32					X	X	
Intersection 40	X		X				X
Intersection 41					X	X	
Intersection 47	X		X			X	
Intersection 66					X	X	
Intersection 73							X
Intersection 79	X		X			X	
Intersection 85					X	X	
Intersection 133							X
Intersection 153					X	X	
TOTAL		8	15	1		21	9

PROJECT MITIGATION ELEMENT IMPLEMENTATION SUMMARY
OPTION B

Mitigation Element	Phase 1 - Year 2011 Implementation				Phase 2 - Year 2015 Implementaion		
	Improvement	Temporary Significant Impact	Project Impact Fully Mitigated?	Residual Significant Impact?	Improvement	Project Impact Fully Mitigated?	Residual Significant Impact?
TDM	X						
Freeway Interchange Improvements							
Universal Terrace Parkway					X		
Lankershim Boulevard Northbound Off-Ramp					X		
Lankershim Boulevard Corridor Improvements							
Intersection 34	X		X		X	X	
Intersection 35	X		X				X
Intersection 36	X		X				X
Intersection 72	X		X			X	
Transit Mitigation							
Intersection 1					X	X	
Intersection 14 (Includes the provision of a CCTV camera)	X	X			X	X	
Intersection 111	X		X		X	X	
Intersection 115	X		X		X	X	
Intersection 146 (Only includes upgrade of signal controller)	X		X		X	X	
Intersection 151 (Only includes upgrade of signal controller)	X		X		X	X	
Specific Intersection Improvements							
Intersection 3	X	X					
Intersection 9	X	X					
Intersection 10	X	X					
Intersection 11					X	X	
Intersection 18	X		X				
Intersection 19	X	X				X	
Intersection 20	X	X					
Intersection 21		X					
Intersection 23					X		X
Intersection 24	X		X			X	
Intersection 26	X		X				X
Intersection 28	X		X			X	
Intersection 29	X	X				X	
Intersection 30	X			X			X
Intersection 32					X	X	
Intersection 40	X		X				X
Intersection 41					X	X	
Intersection 47	X		X				X
Intersection 49							X
Intersection 50					X	X	
Intersection 73							X
Intersection 79	X		X			X	
Intersection 84					X	X	
Intersection 85					X	X	
Intersection 153					X	X	
TOTAL		**8**	**15**	**1**		**20**	**9**



Source: DMJM Design, March 2008

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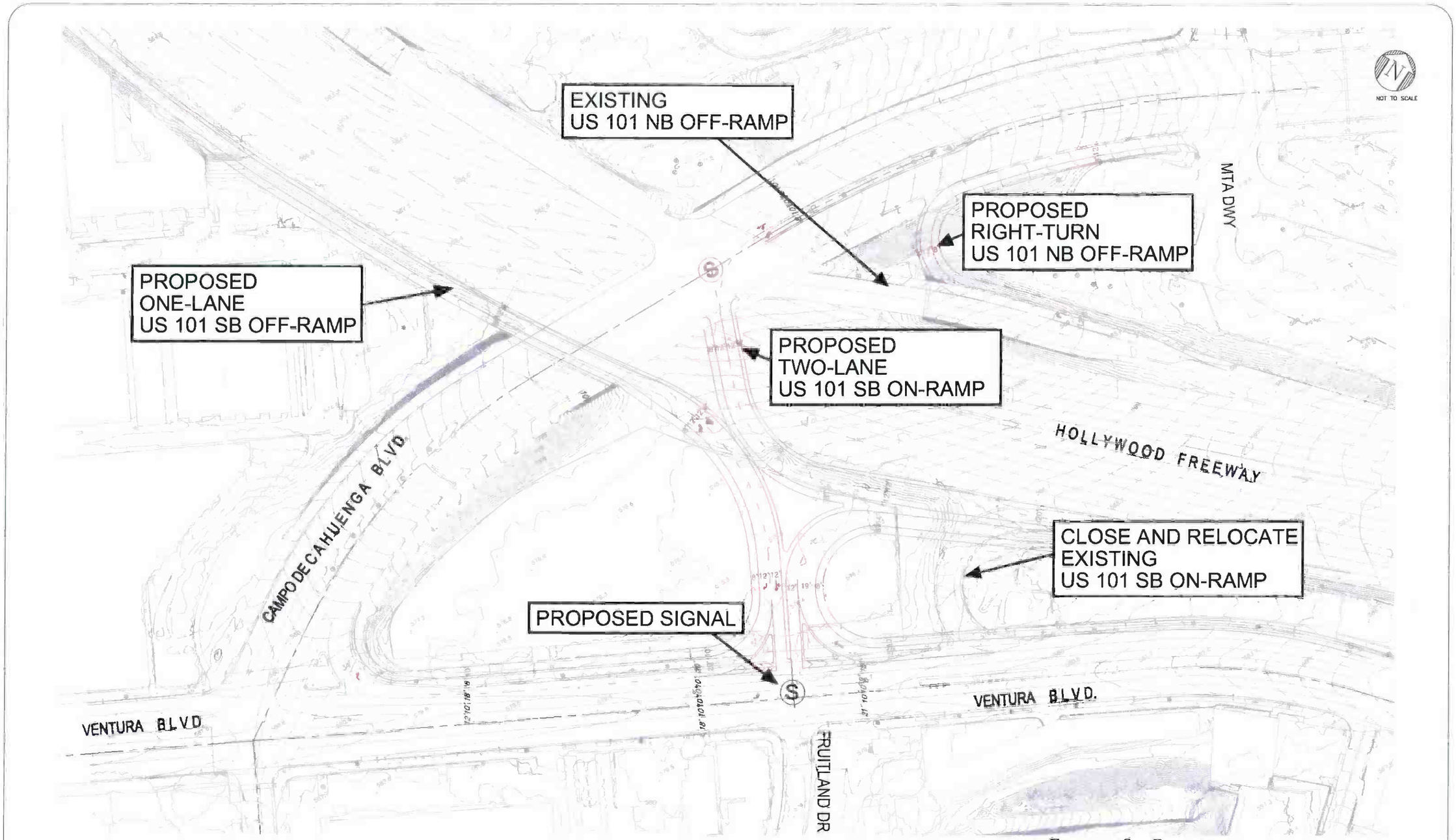
FIGURE 61
METRO REGIONAL IMPROVEMENTS



Source: PSOMAS, October 2007

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FIGURE 62
PROPOSED US 101 INTERCHANGE AT UNIVERSAL TERRACE PARKWAY (CAMPO DE CAHUENGA WAY)

Source: PSOMAS, February 2008

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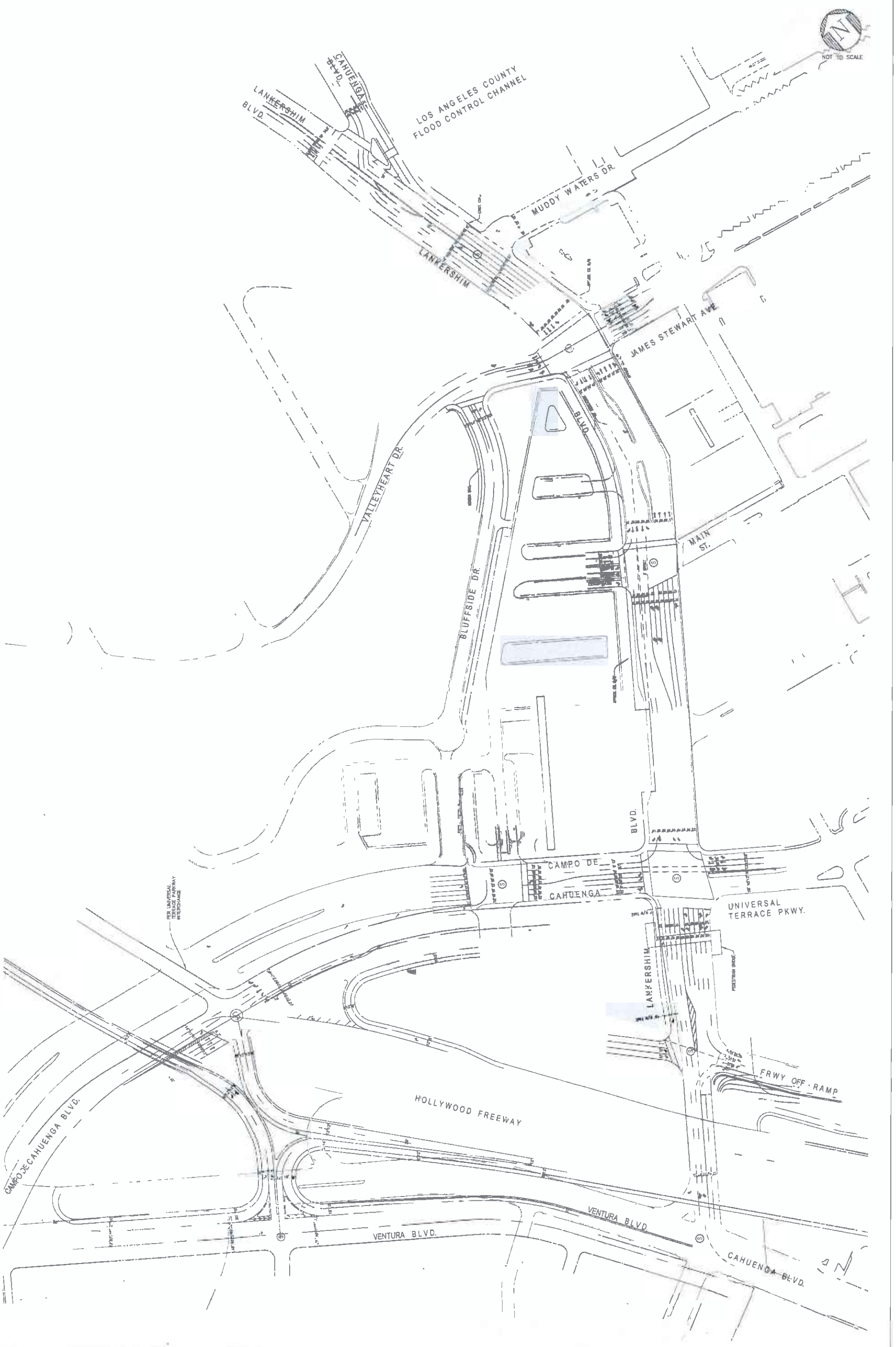
FIGURE 63
PROPOSED LANKERSHIM BOULEVARD CORRIDOR - 2011 IMPROVEMENTS



Source: PSOMAS, February 2008

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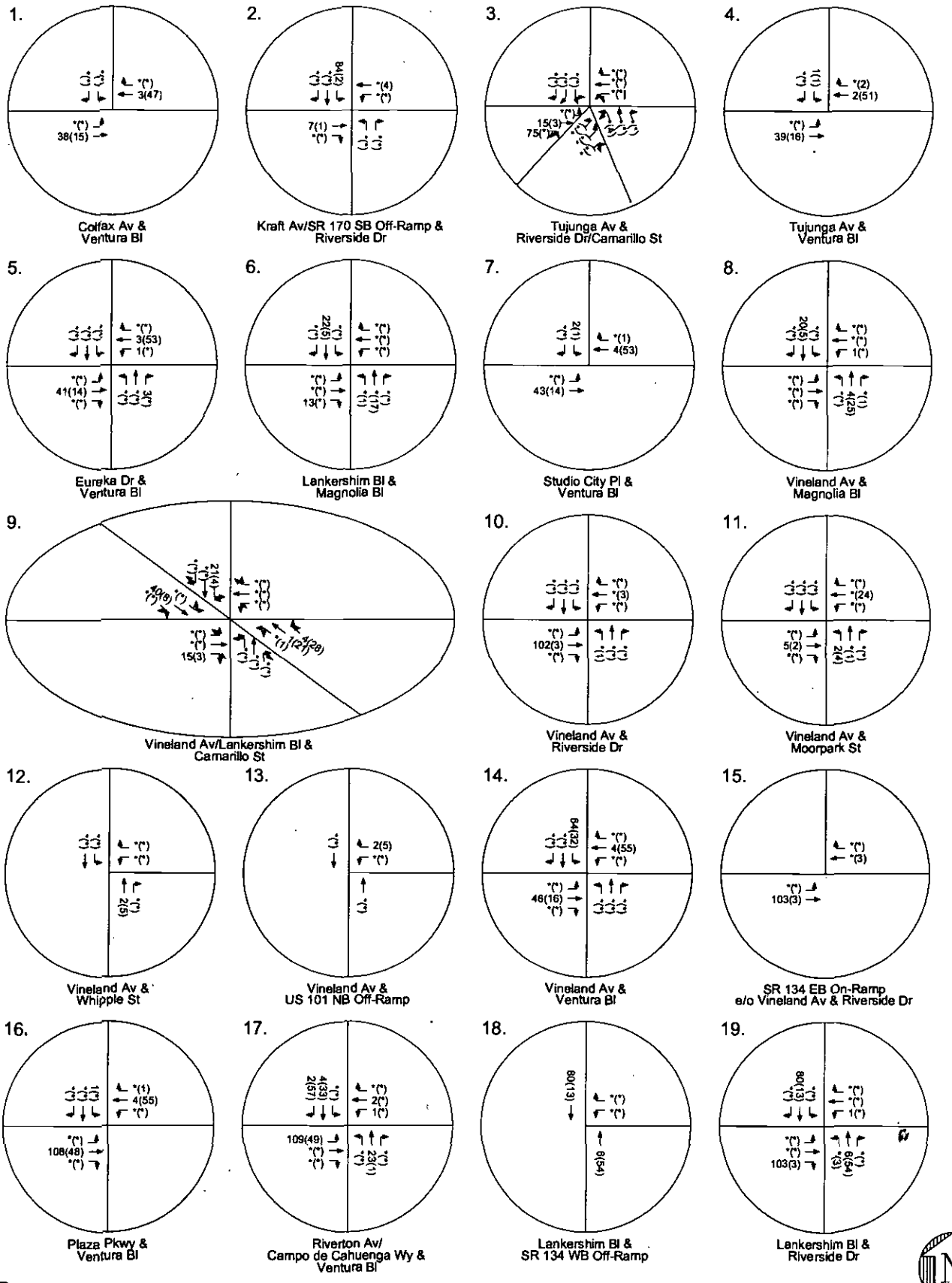
FIGURE 64
PROPOSED LANKERSHIM BOULEVARD CORRIDOR - 2015 IMPROVEMENTS



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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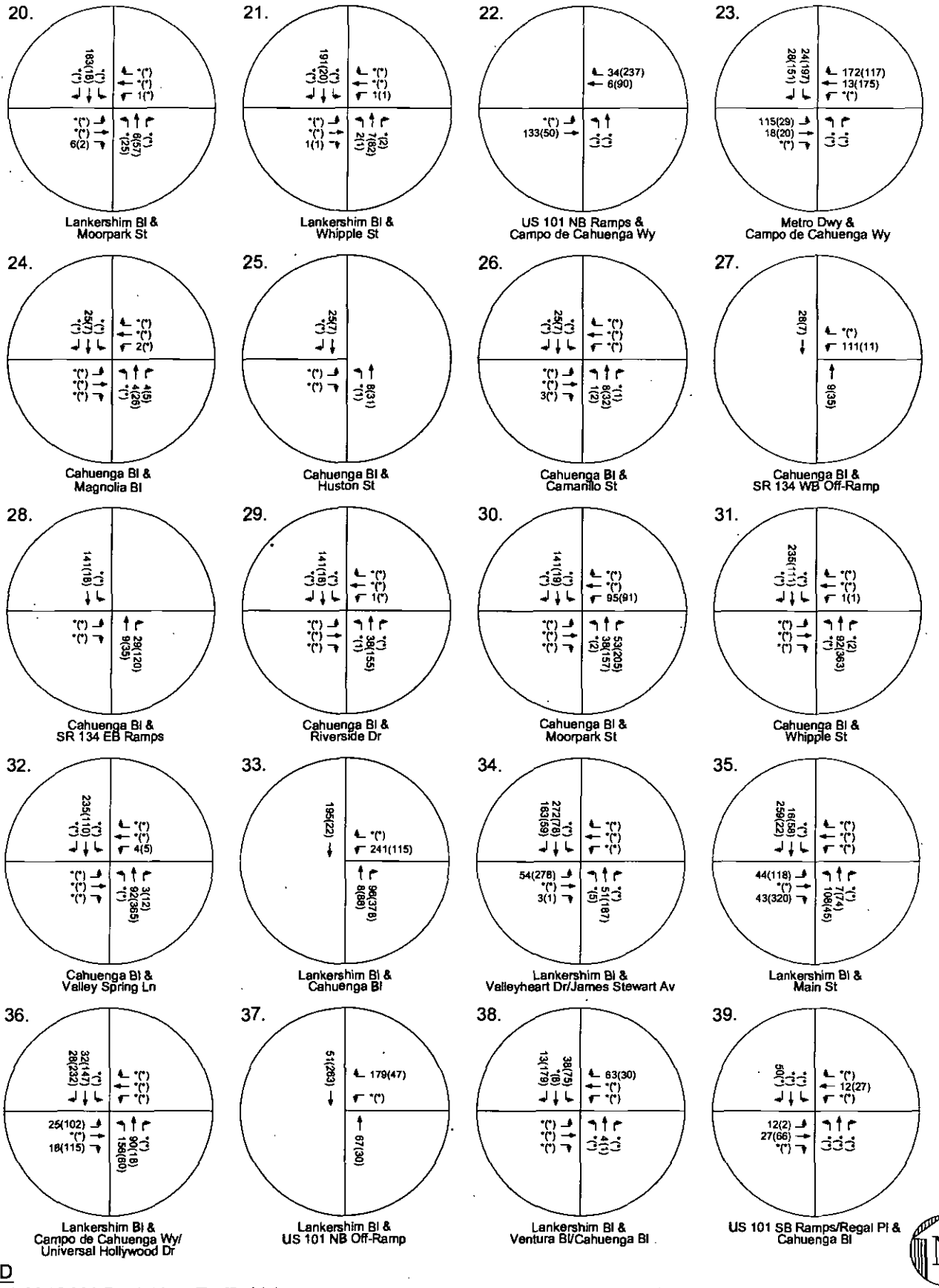
FIGURE 65
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

-* - Negligible Volumes

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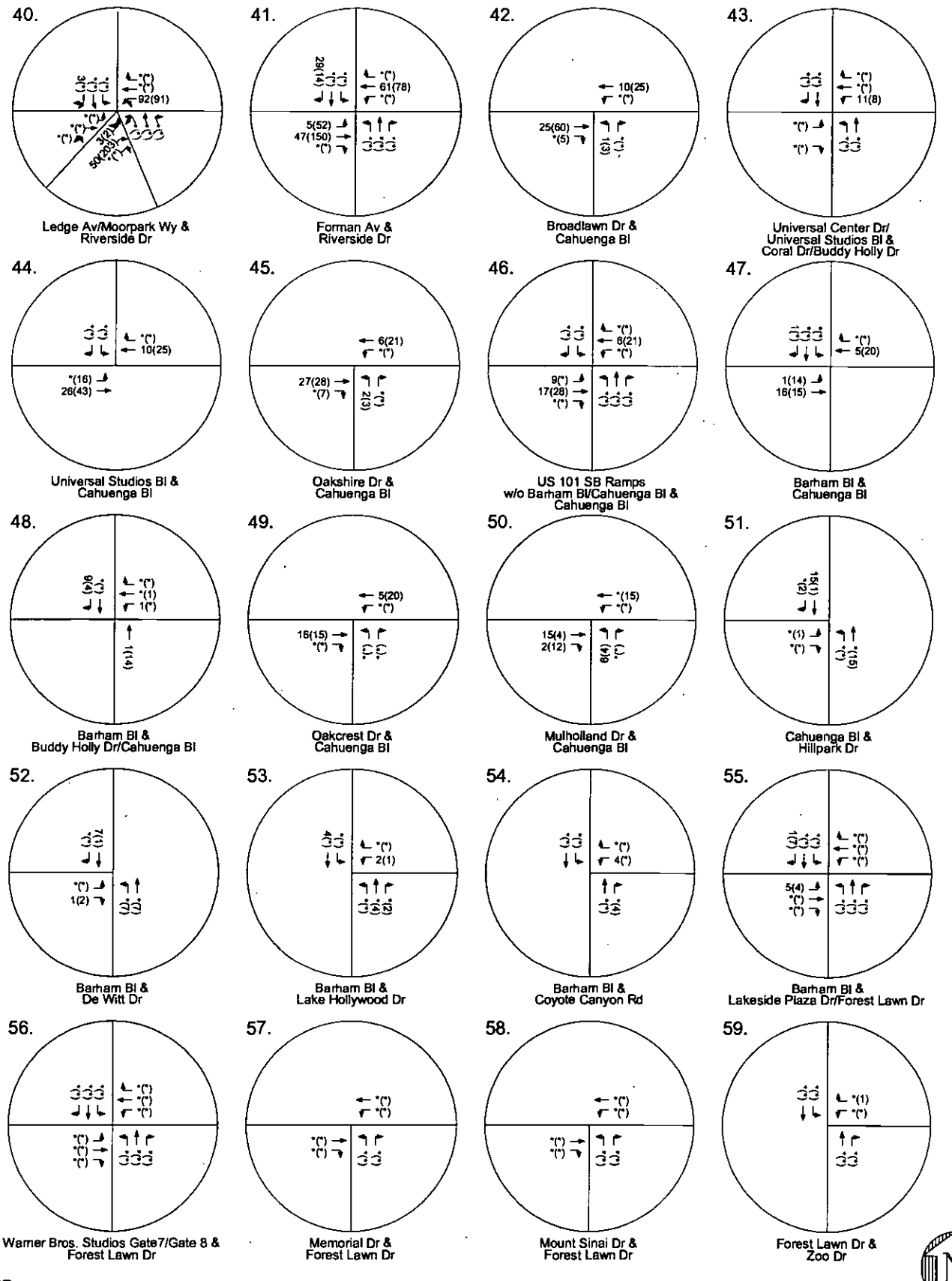
FIGURE 65 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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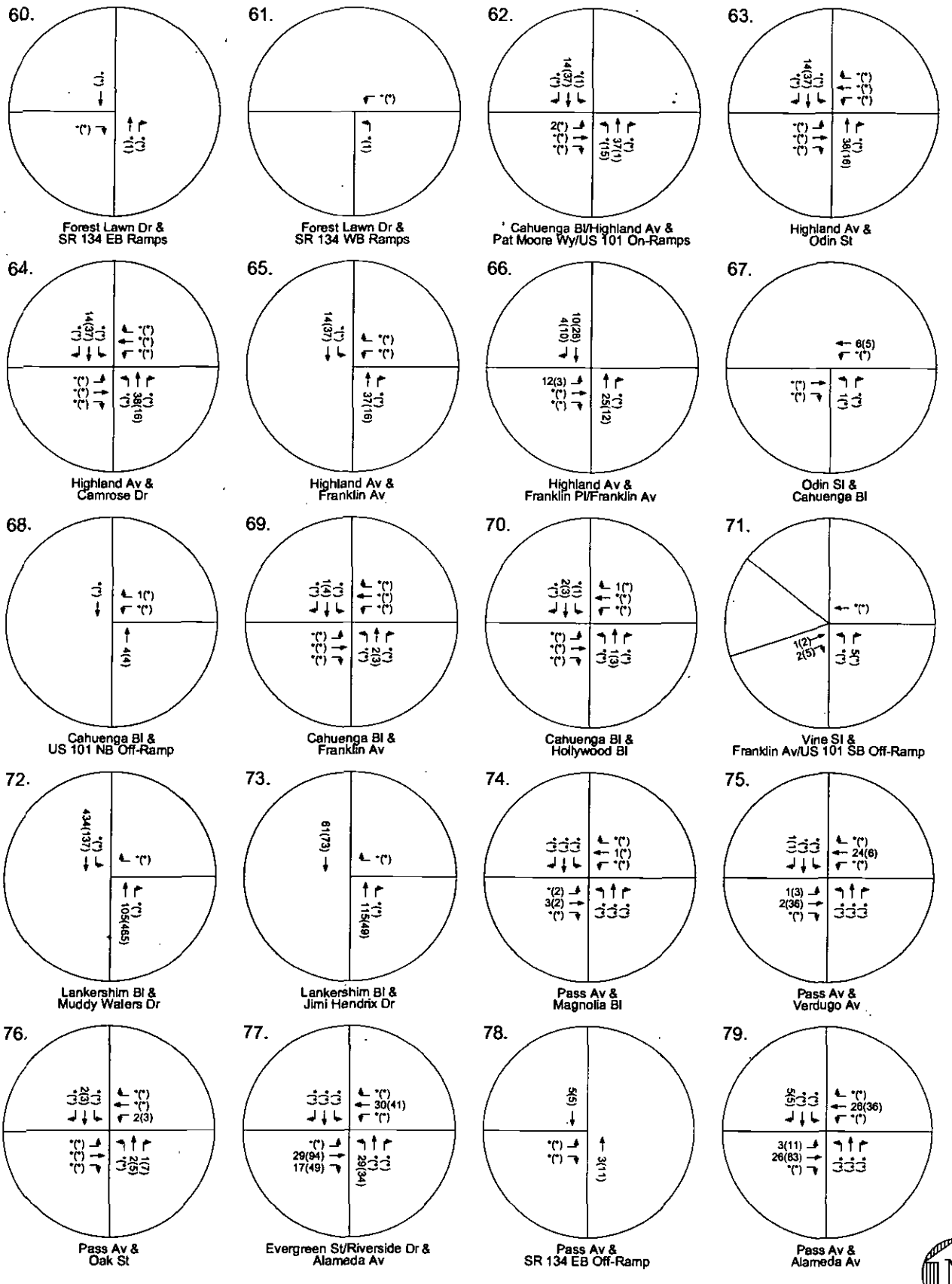
FIGURE 65 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011) PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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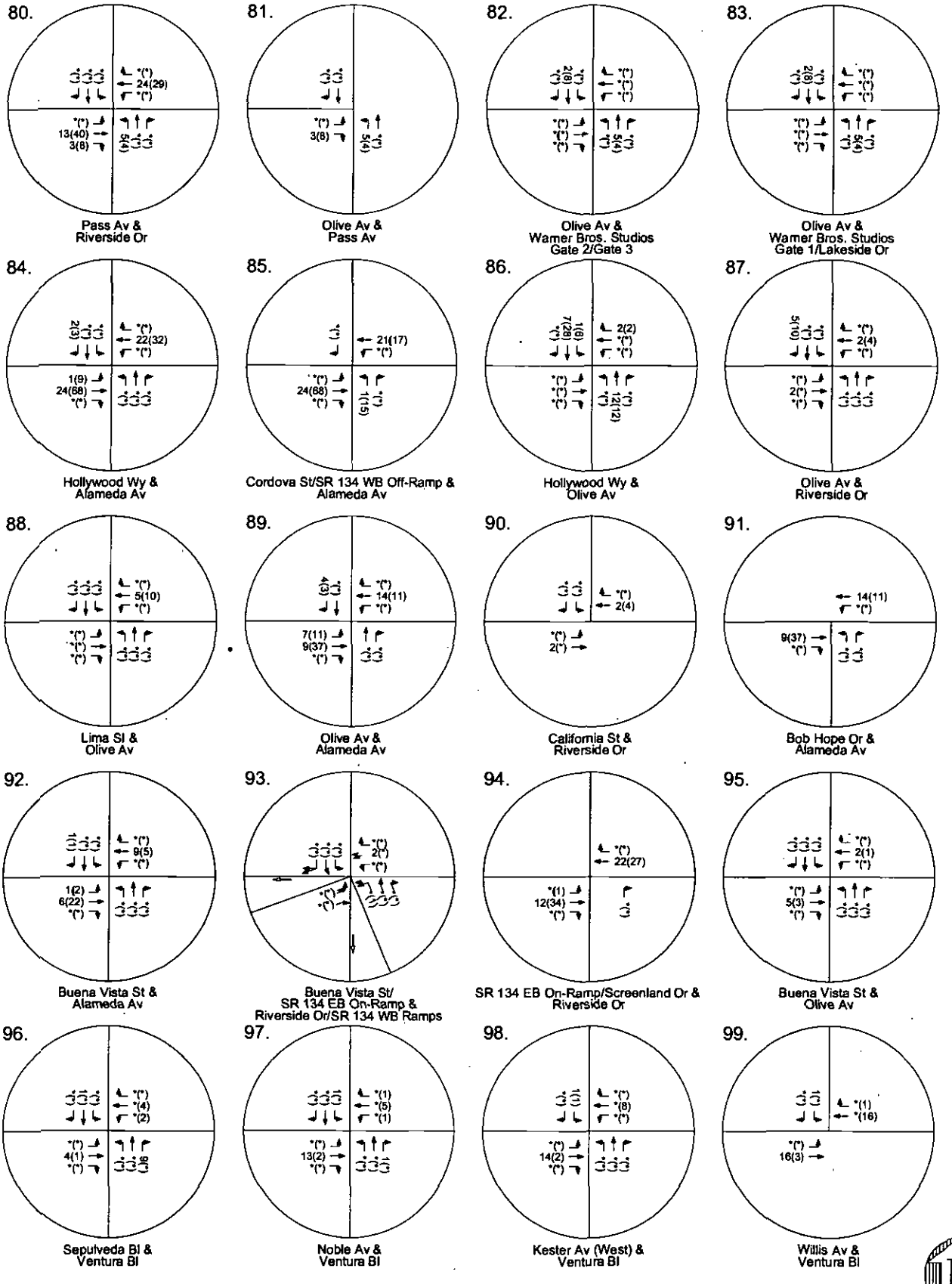
FIGURE 65 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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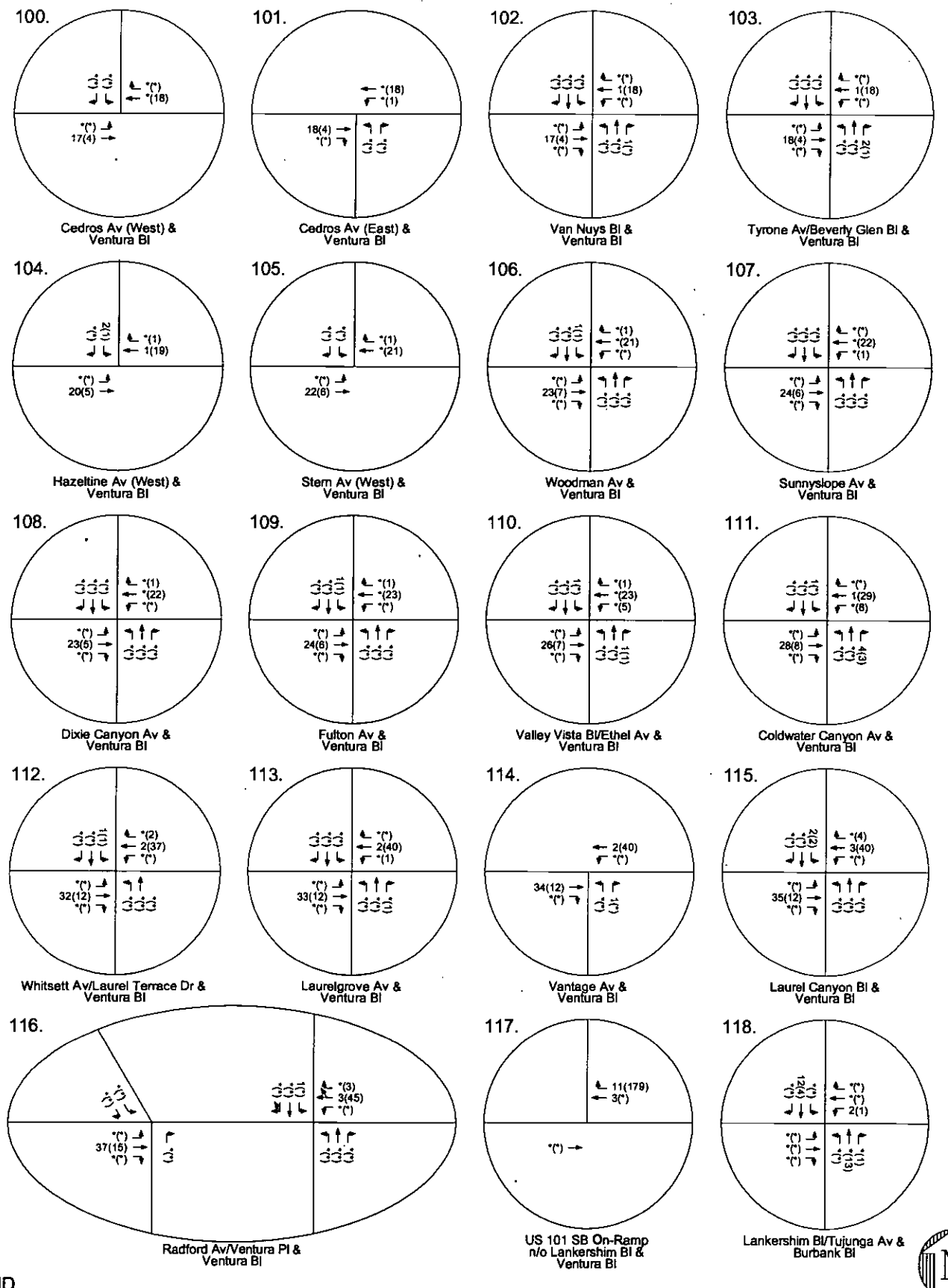
FIGURE 65 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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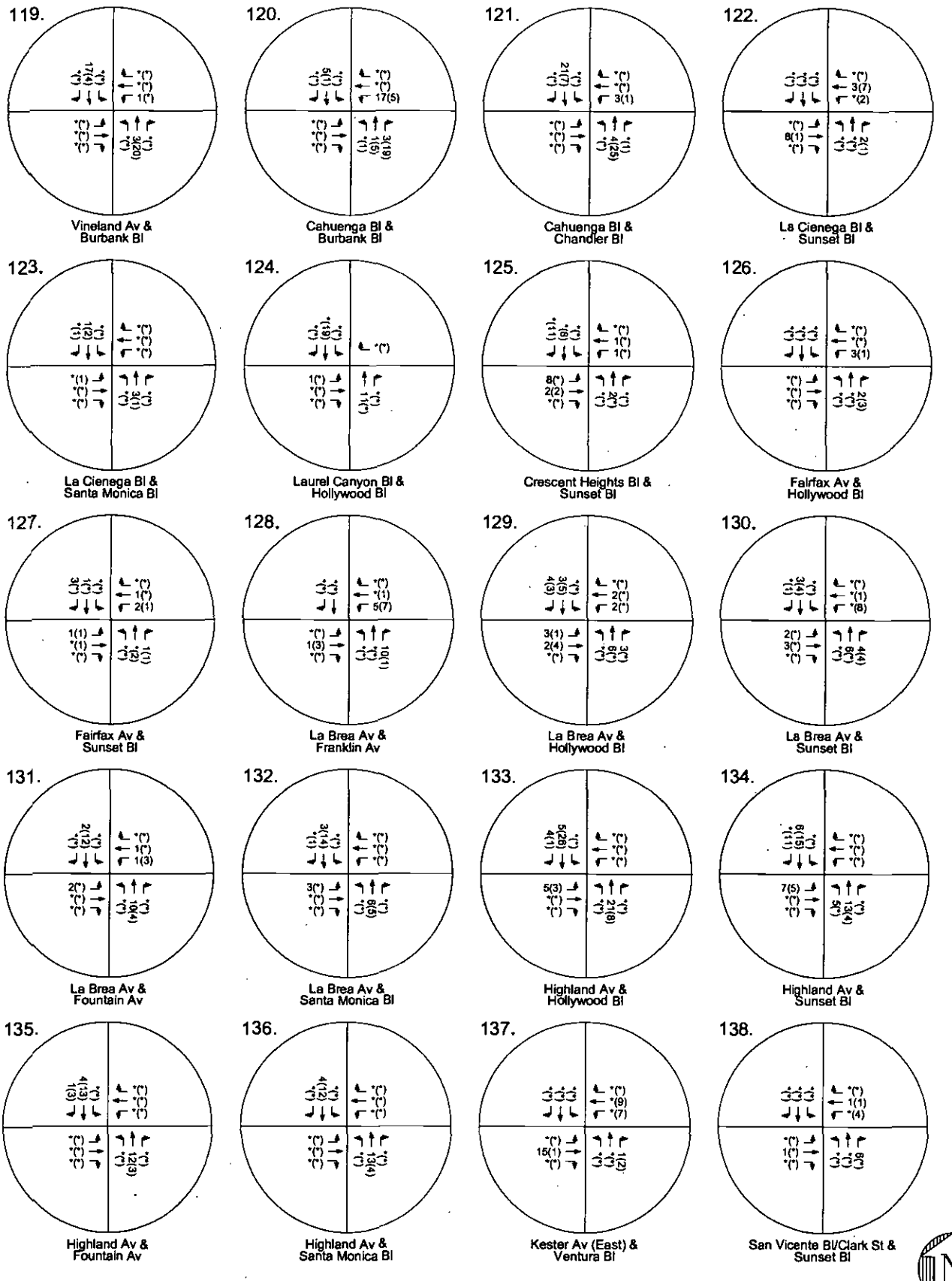
FIGURE 65 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011) PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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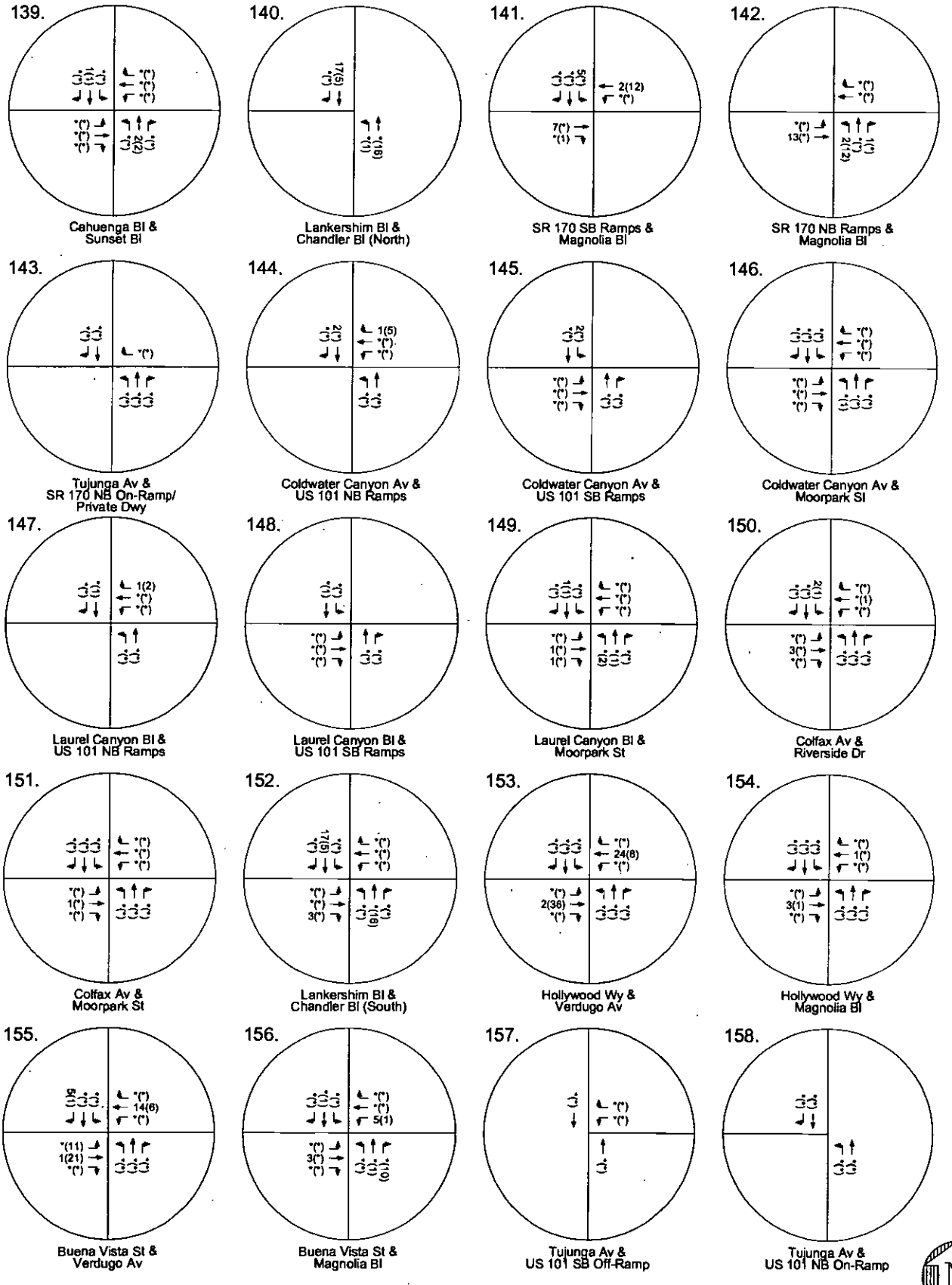
FIGURE 65 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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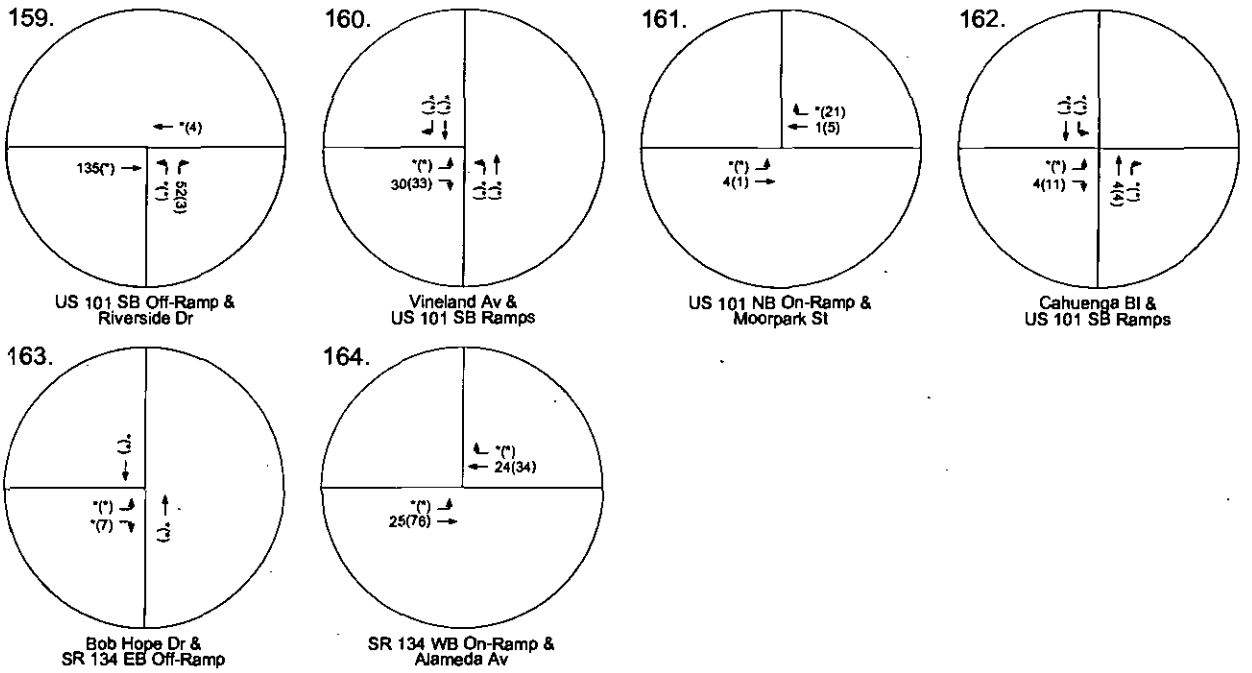
FIGURE 65 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

N

NOT TO SCALE

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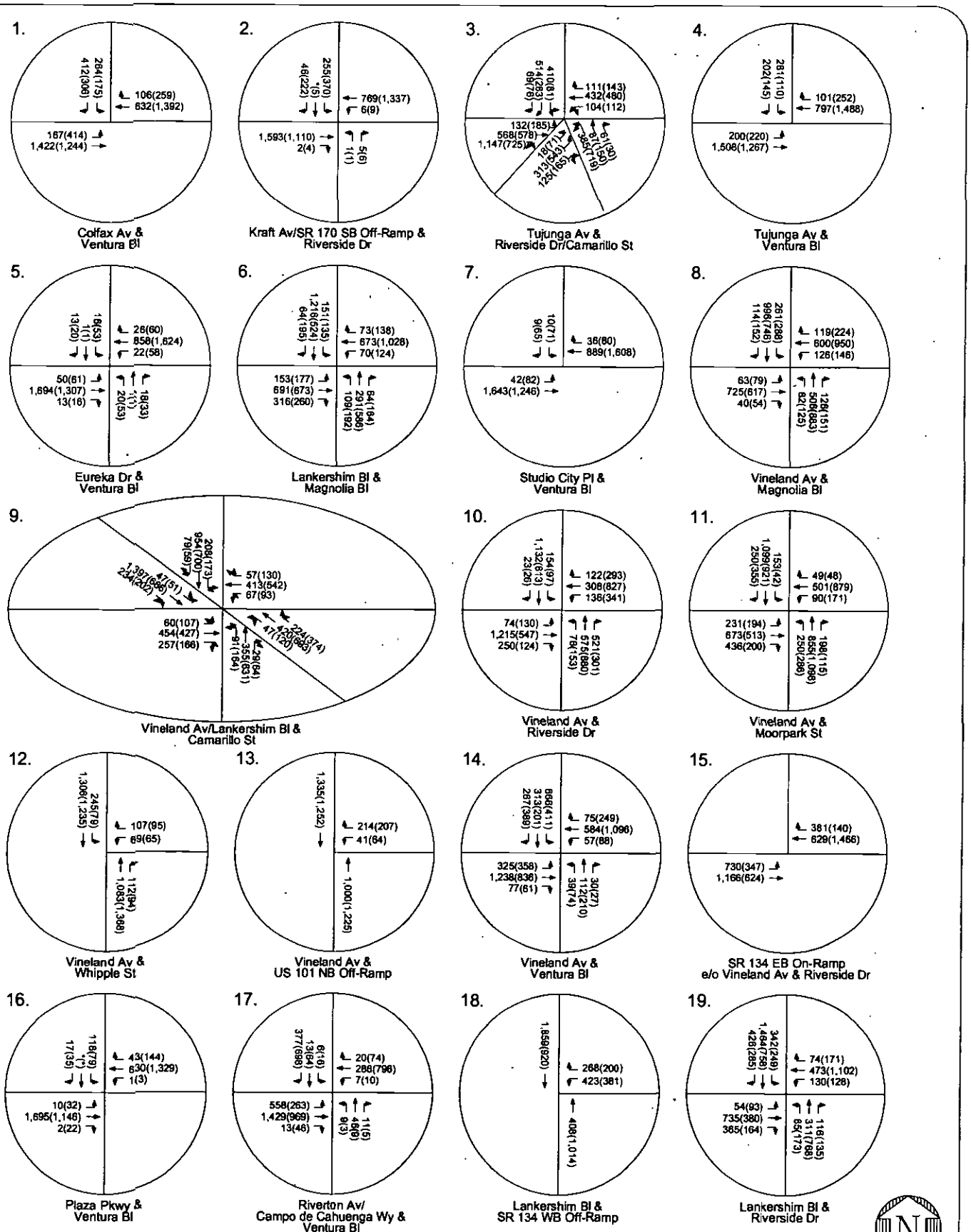
FIGURE 65 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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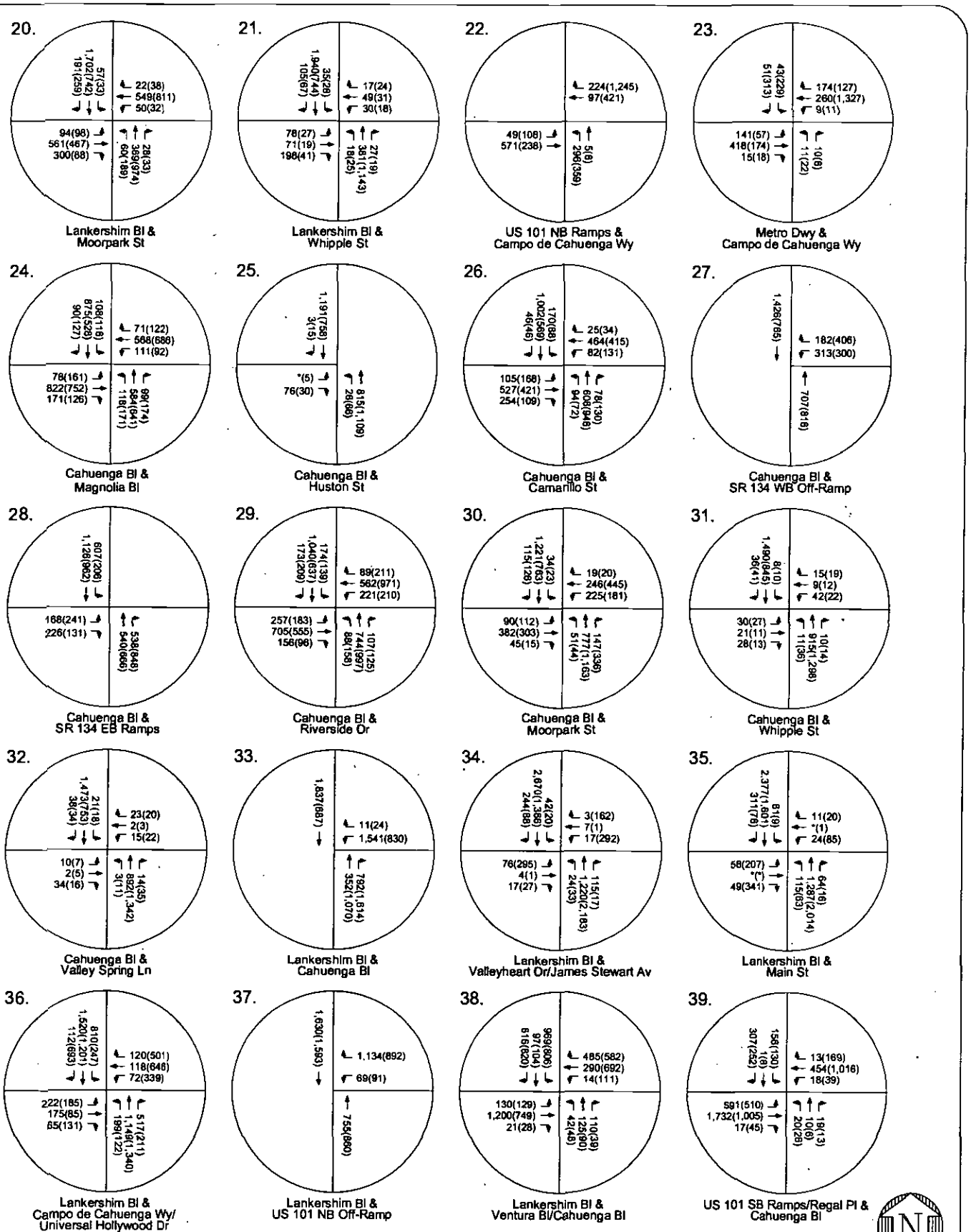
FIGURE 66
FUTURE WITH PROJECT WITH MITIGATION SCENARIO(YEAR 2011) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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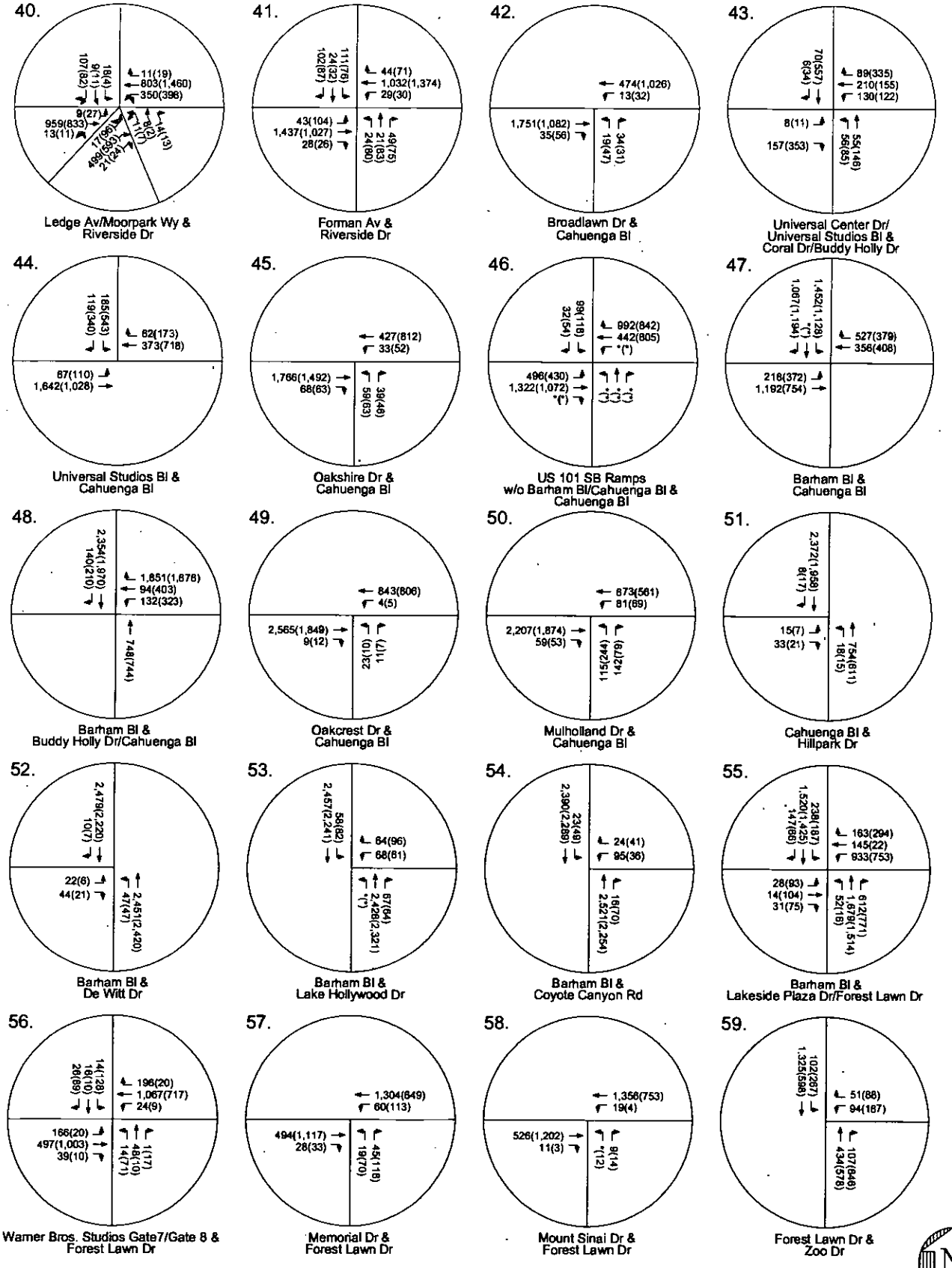
FIGURE 66 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO(YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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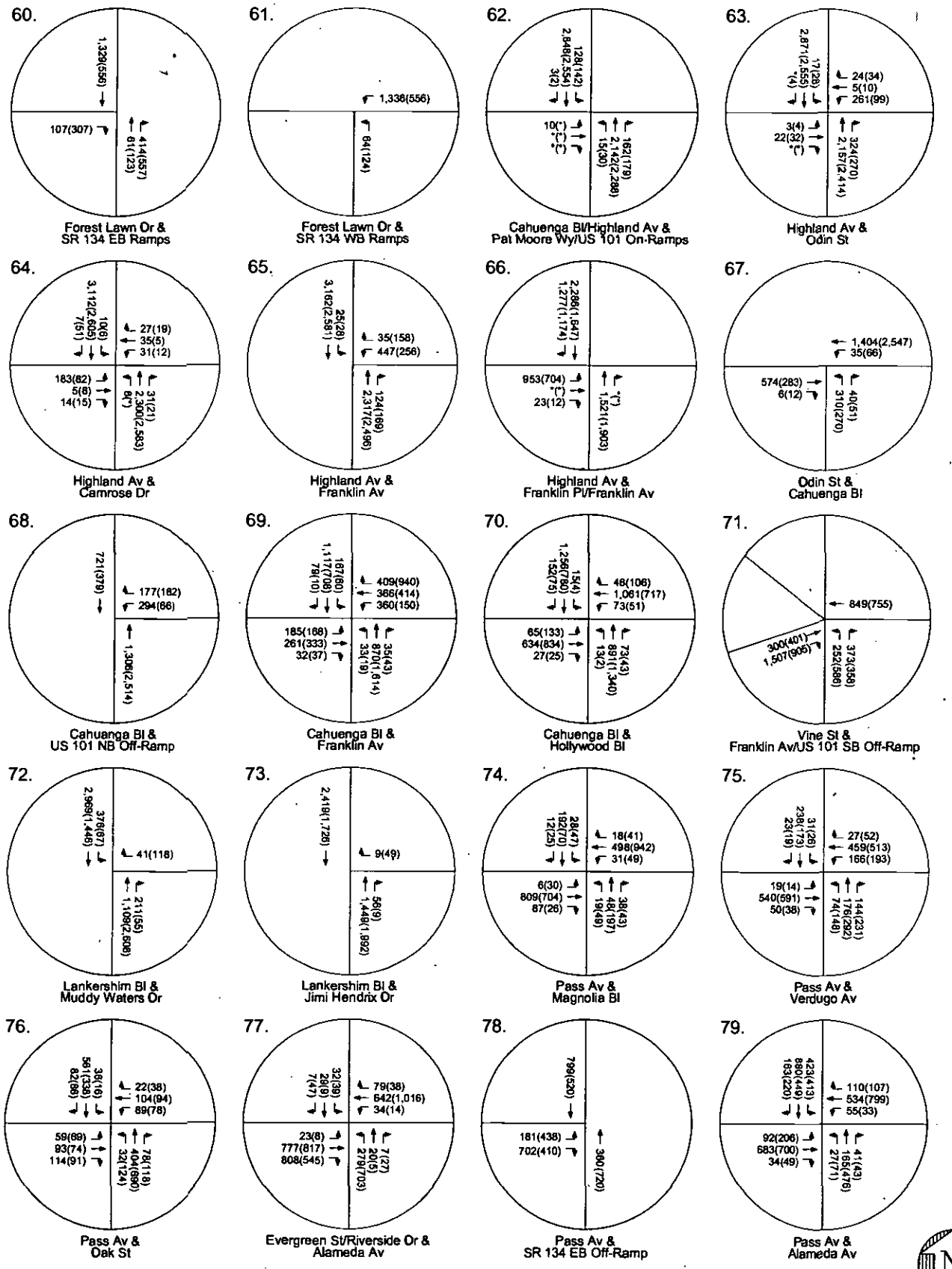
FIGURE 66 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO(YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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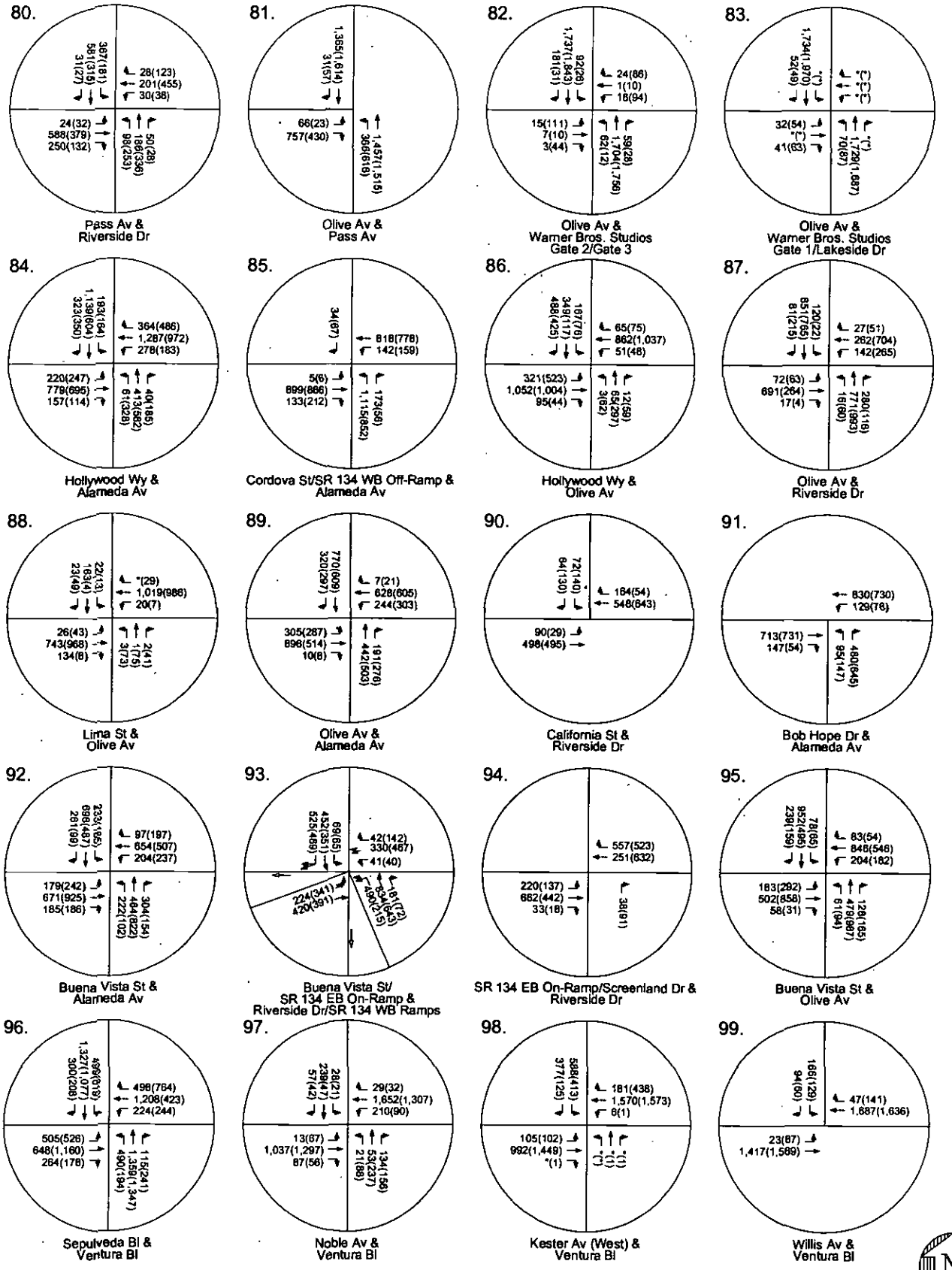
FIGURE 66 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO(YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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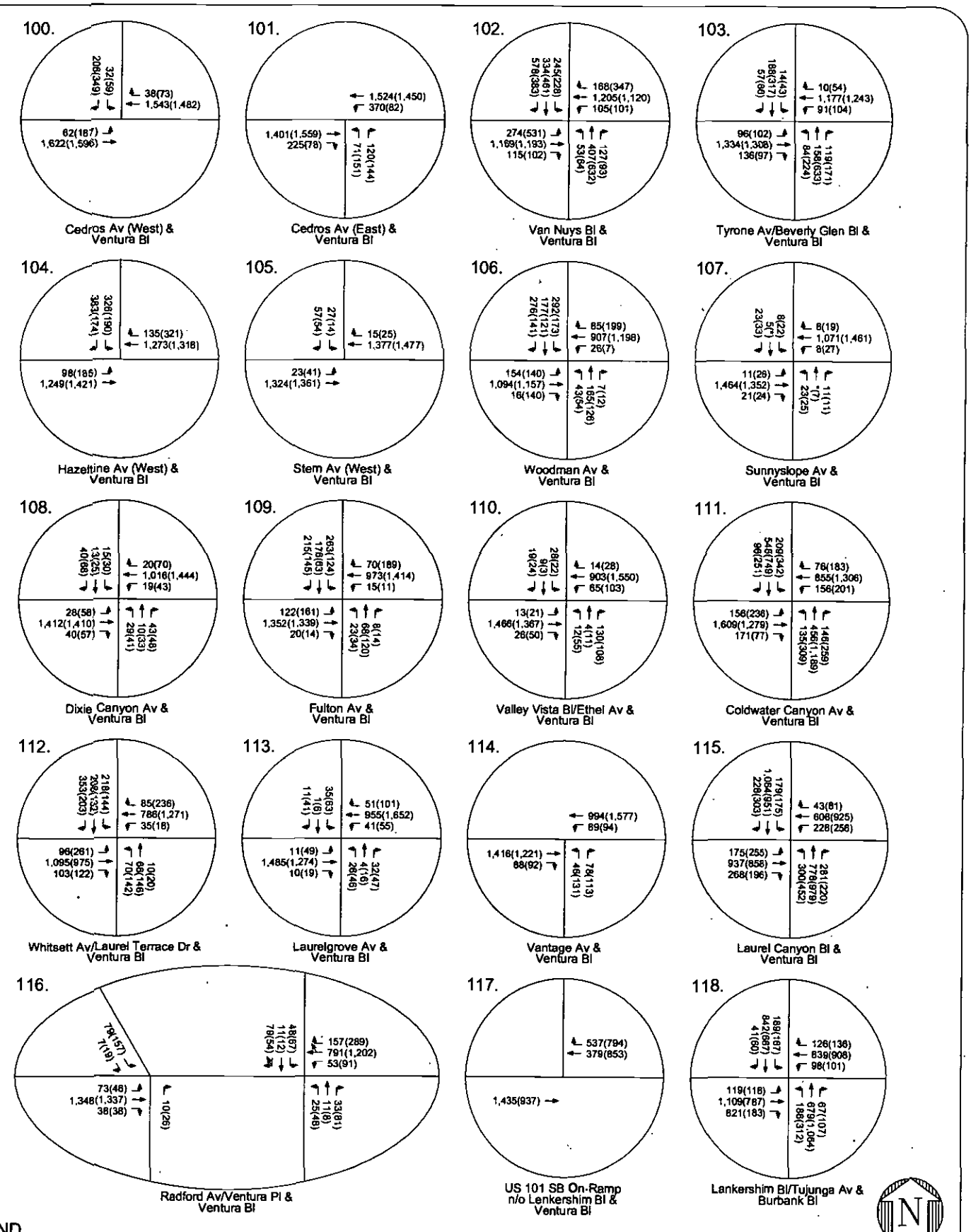
FIGURE 66 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO(YEAR 2011) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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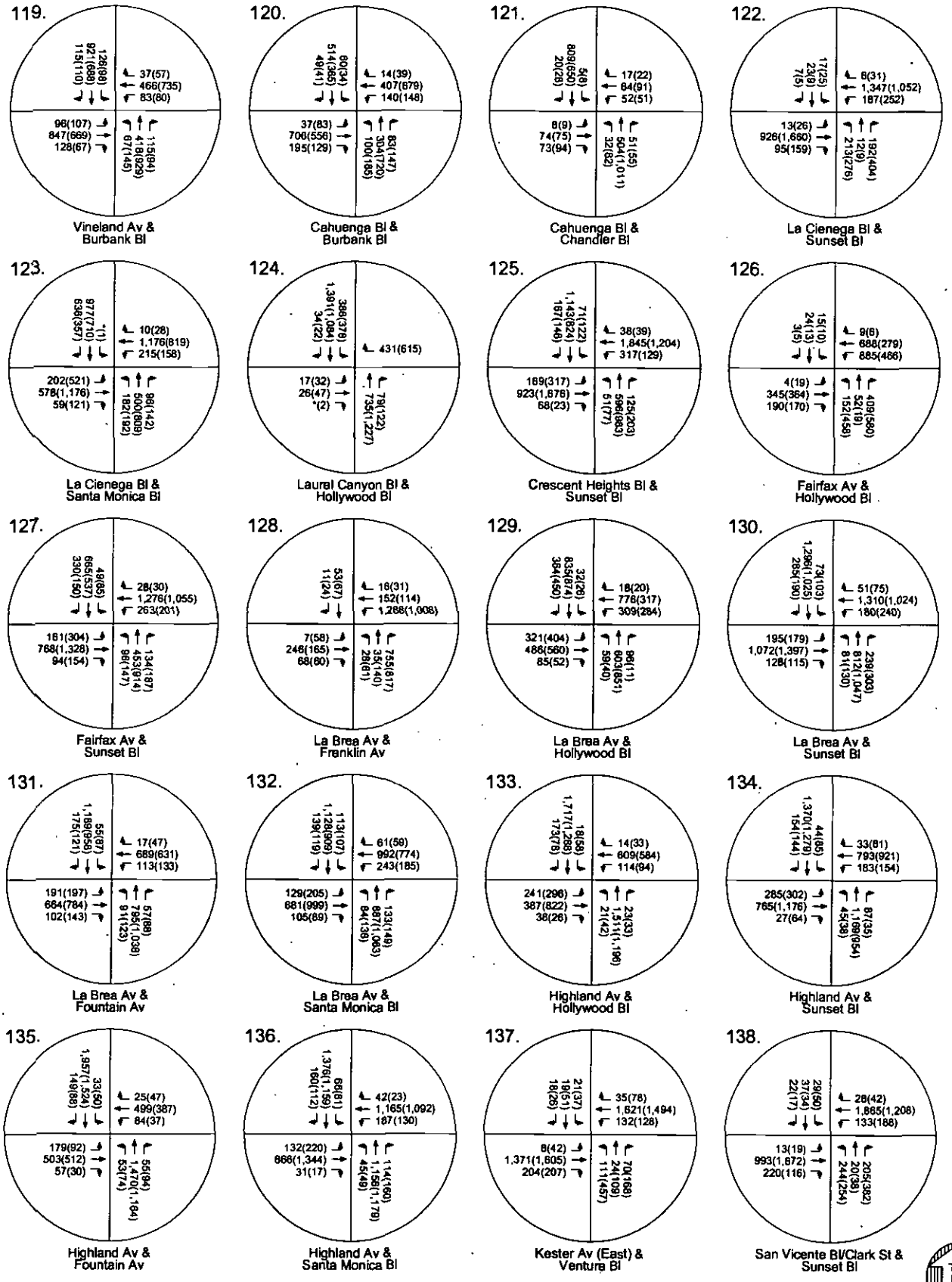
FIGURE 66 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO(YEAR 2011) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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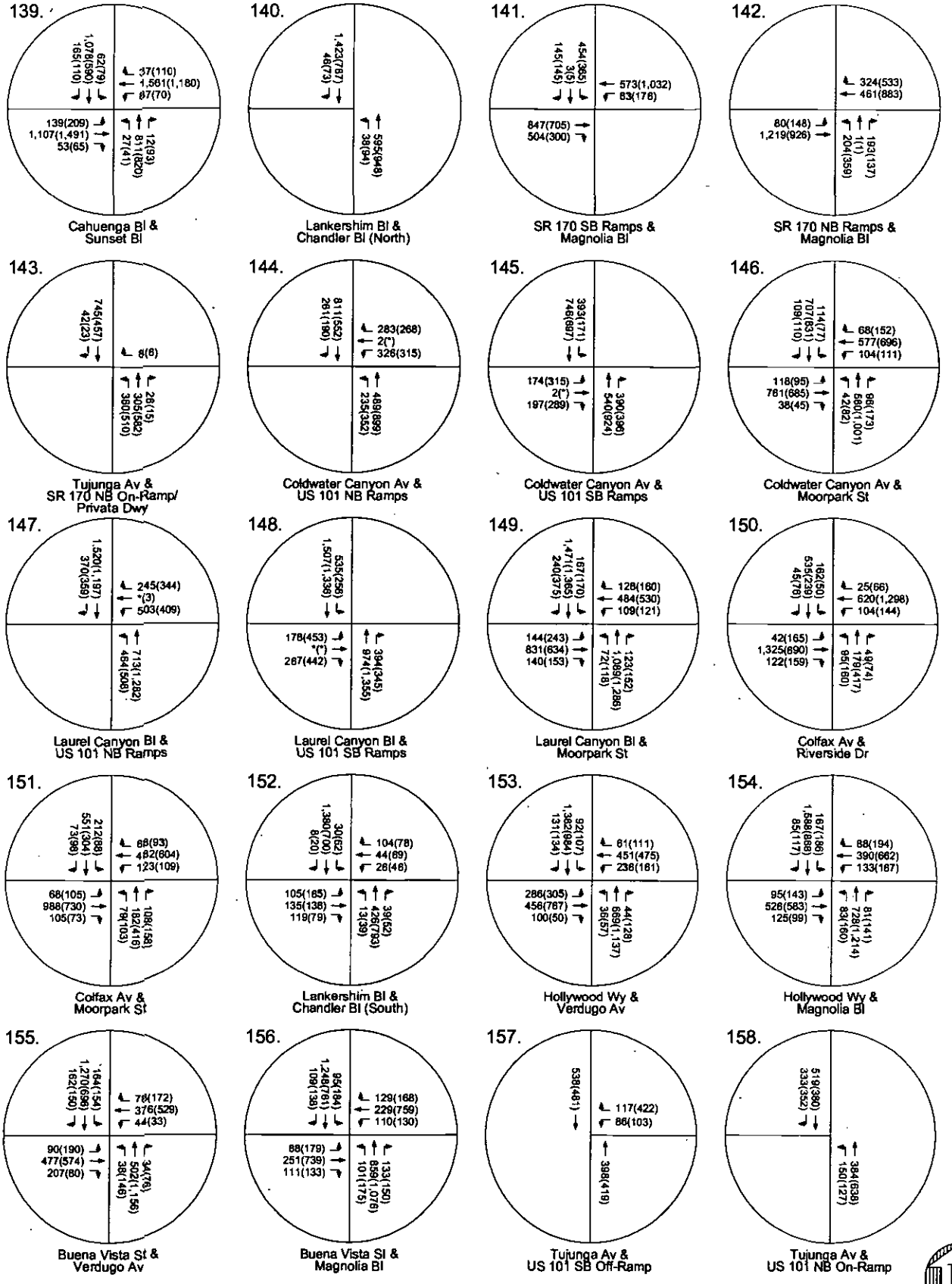
FIGURE 66 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO(YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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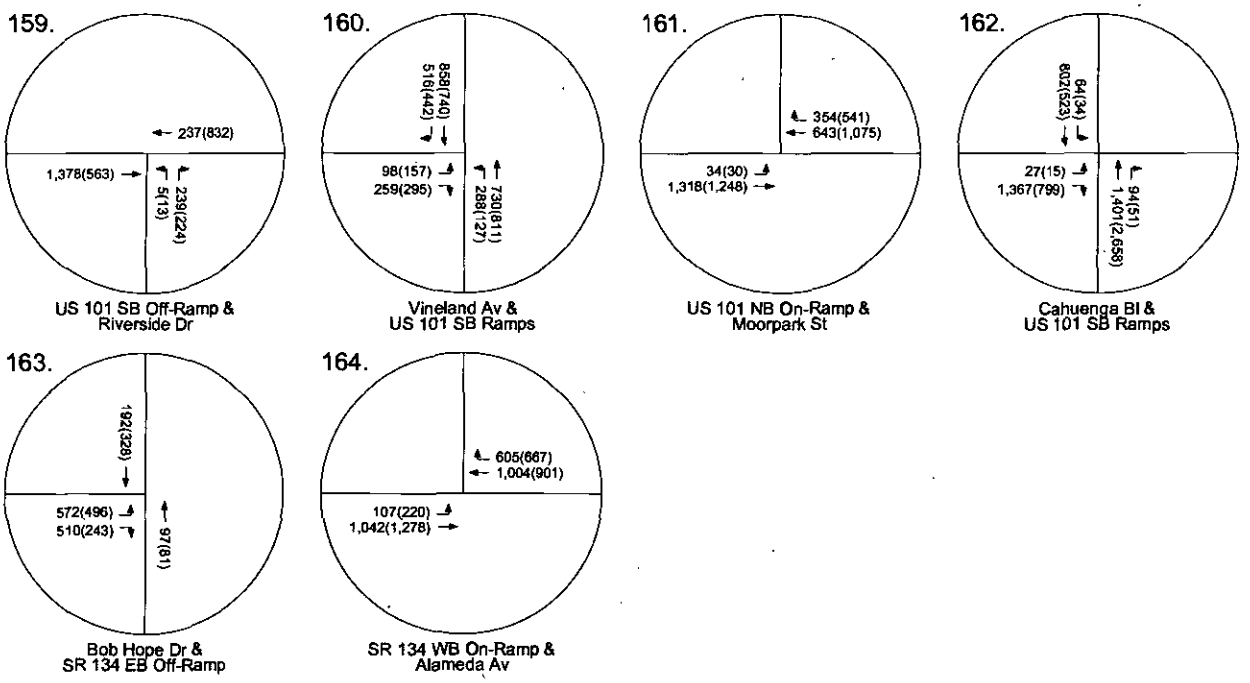
FIGURE 66 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO(YEAR 2011) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

N

NOT TO SCALE

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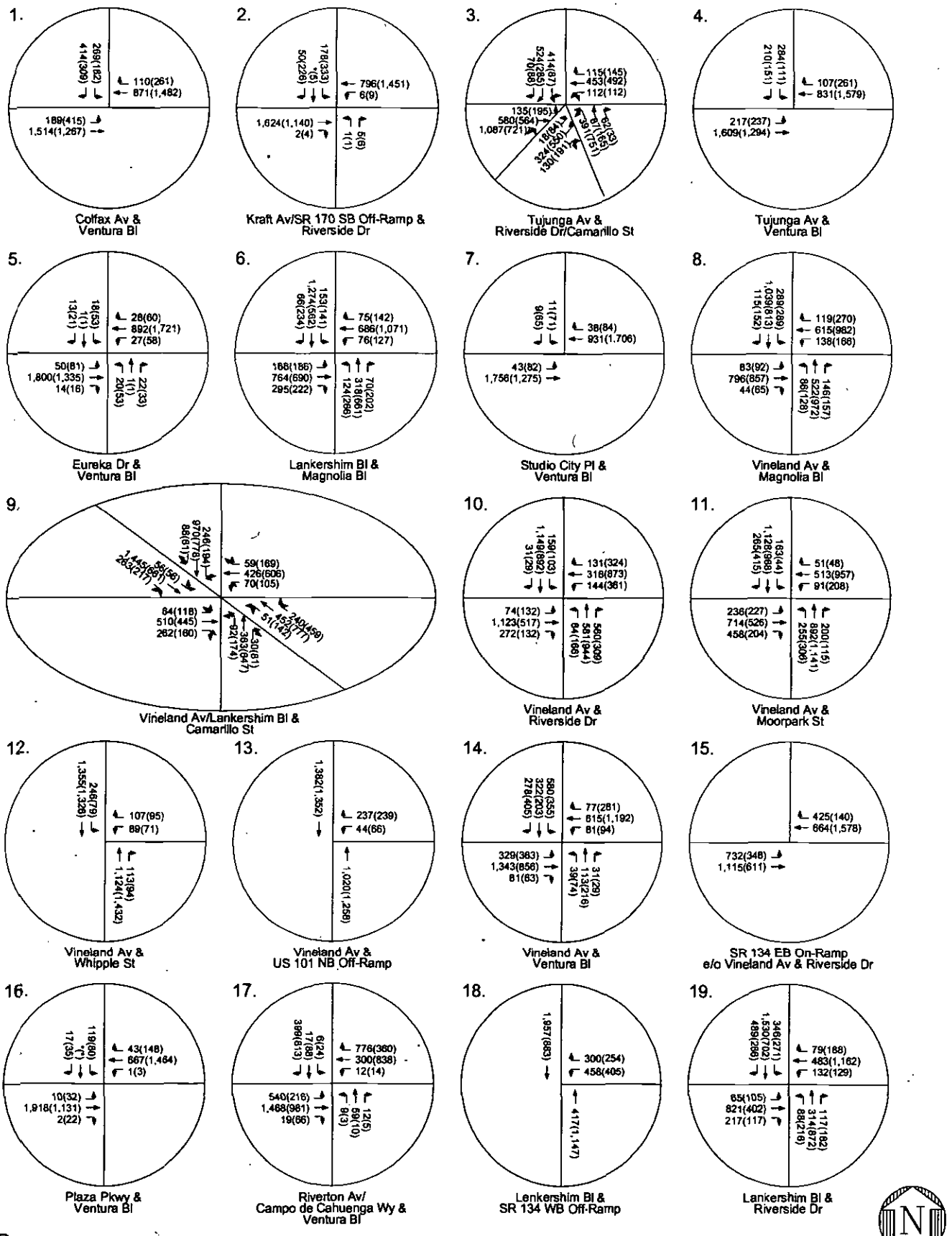
FIGURE 66 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO(YEAR 2011)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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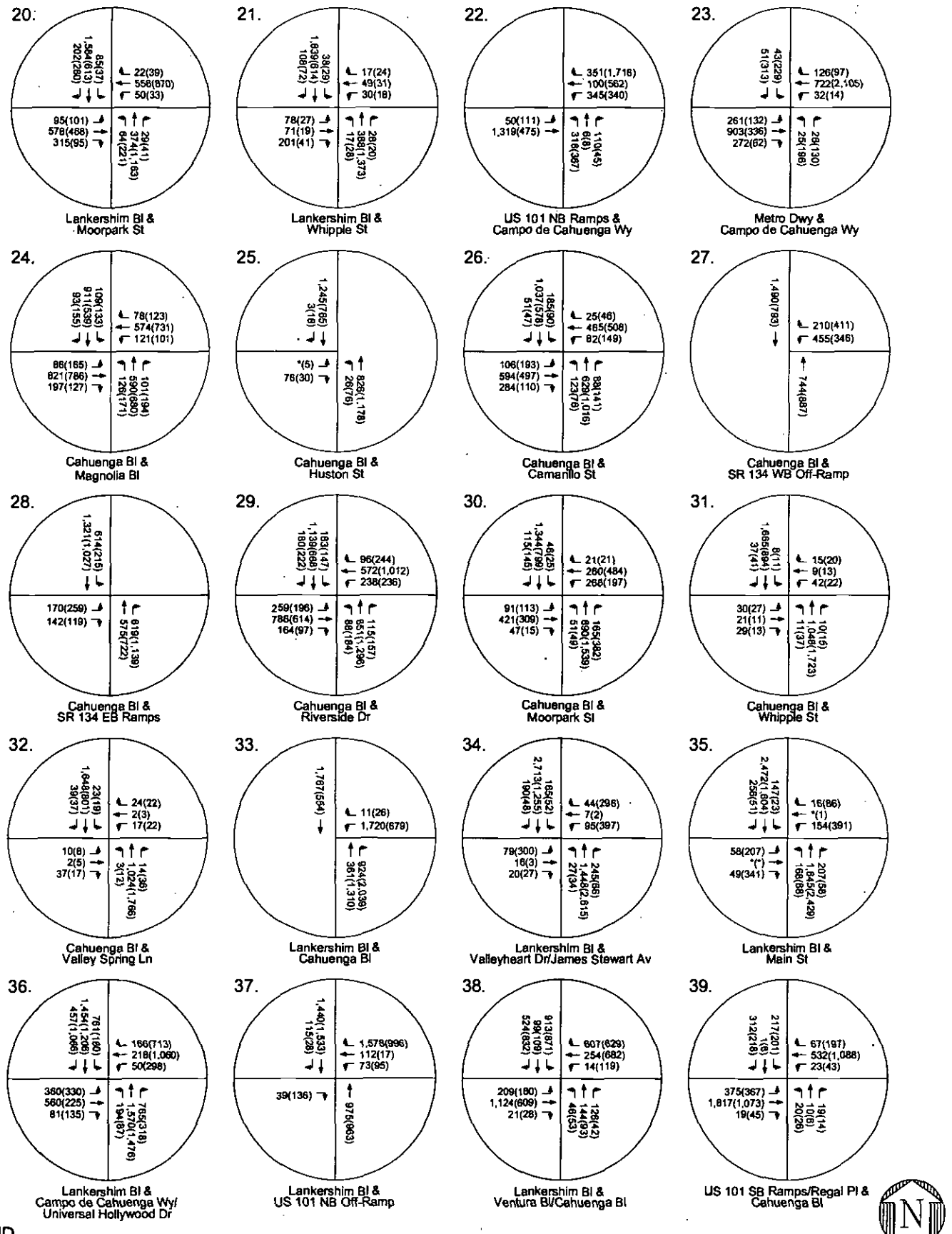
FIGURE 67
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT A (YEAR 2015) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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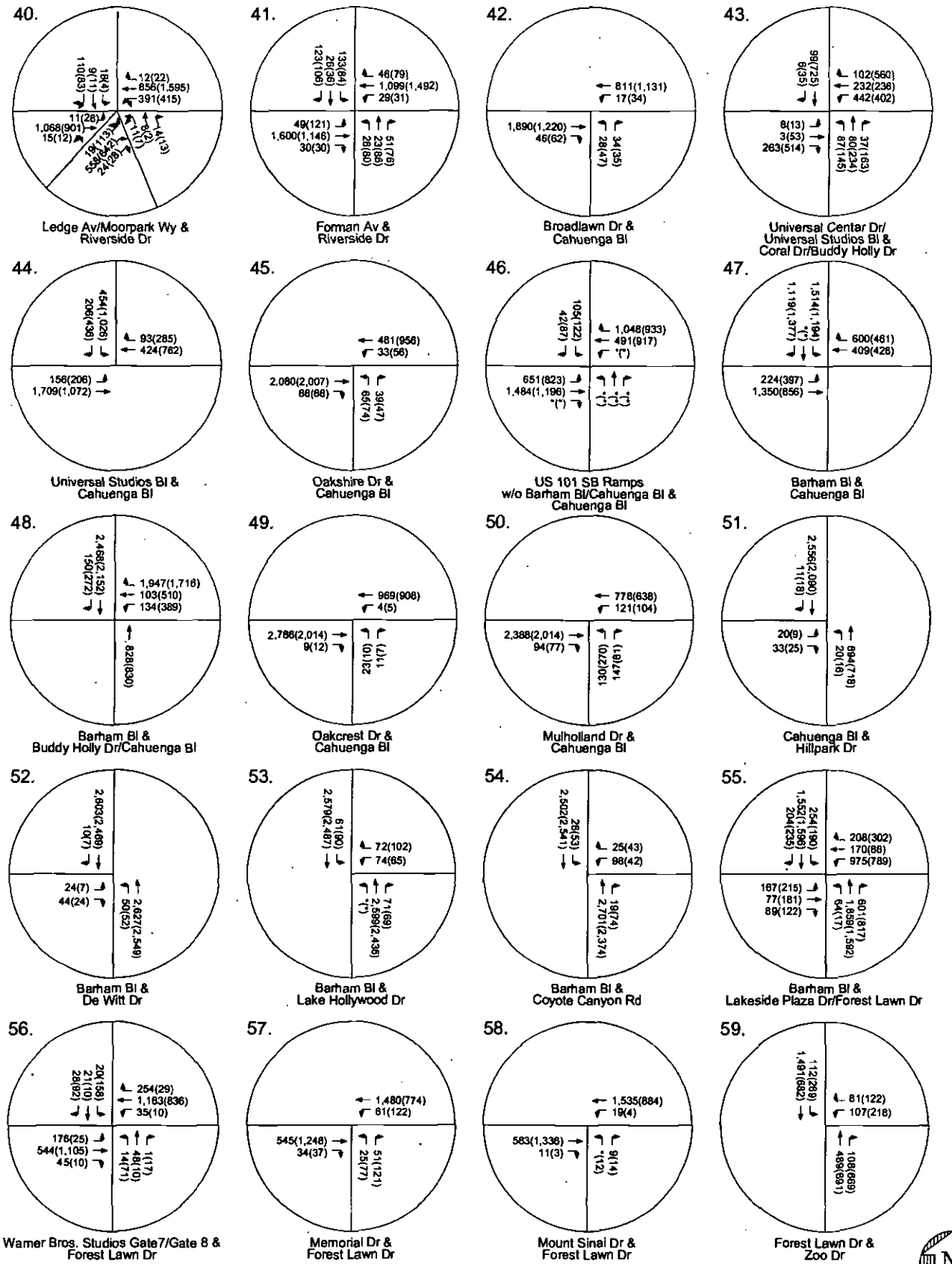
FIGURE 67 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT A (YEAR 2015) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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FIGURE 67 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT A (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

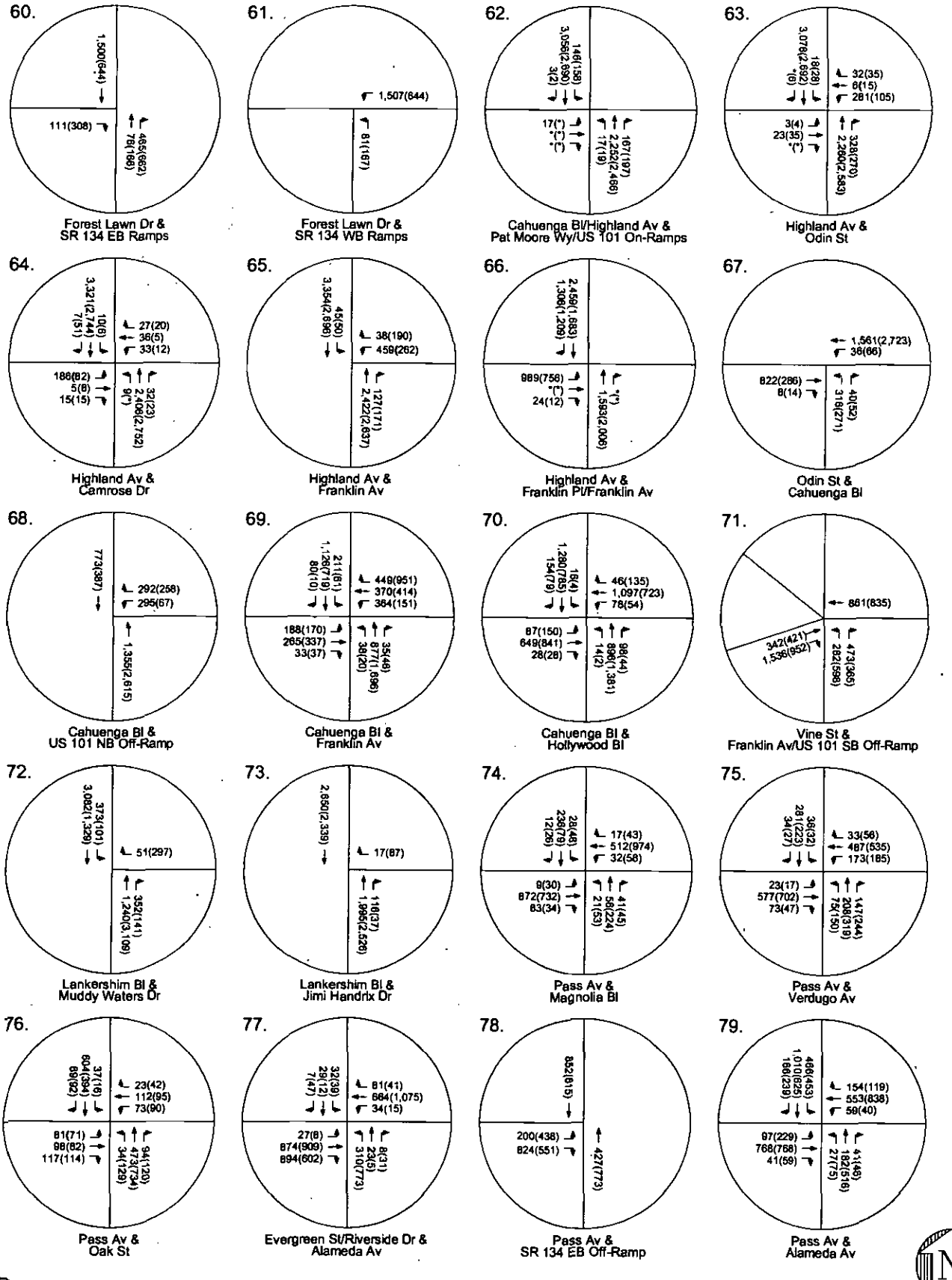
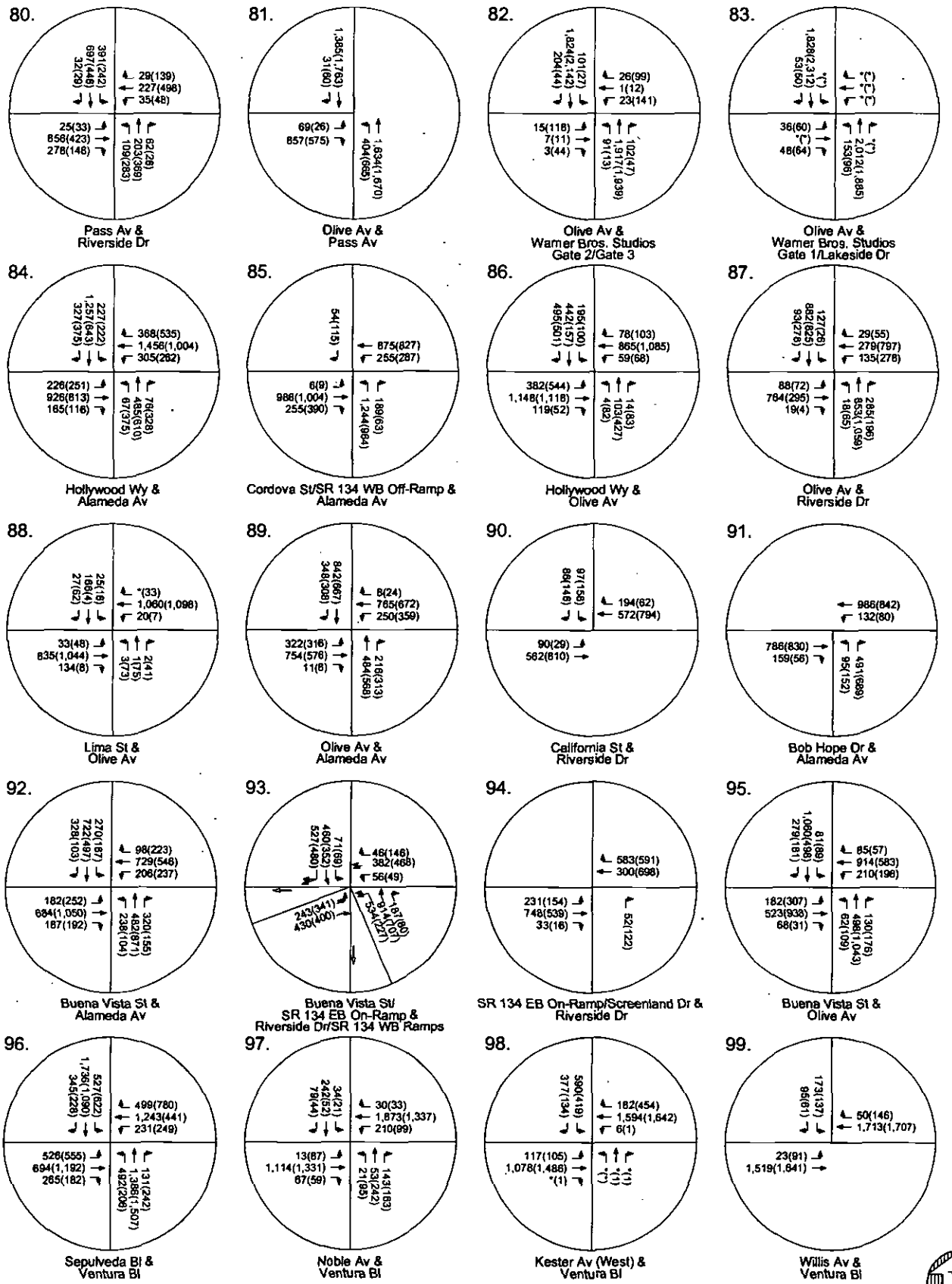


FIGURE 67 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT A (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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FIGURE 67 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT A (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

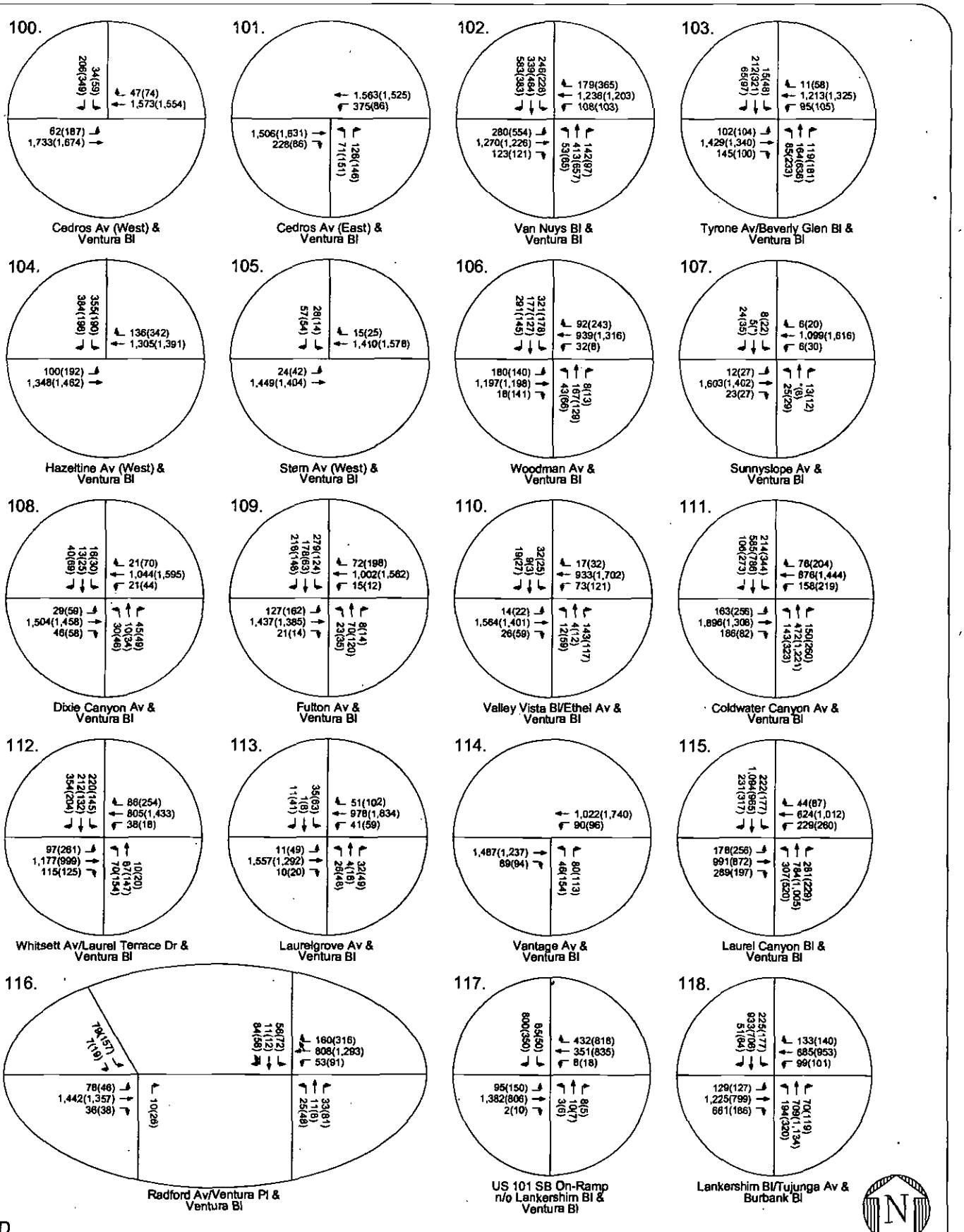
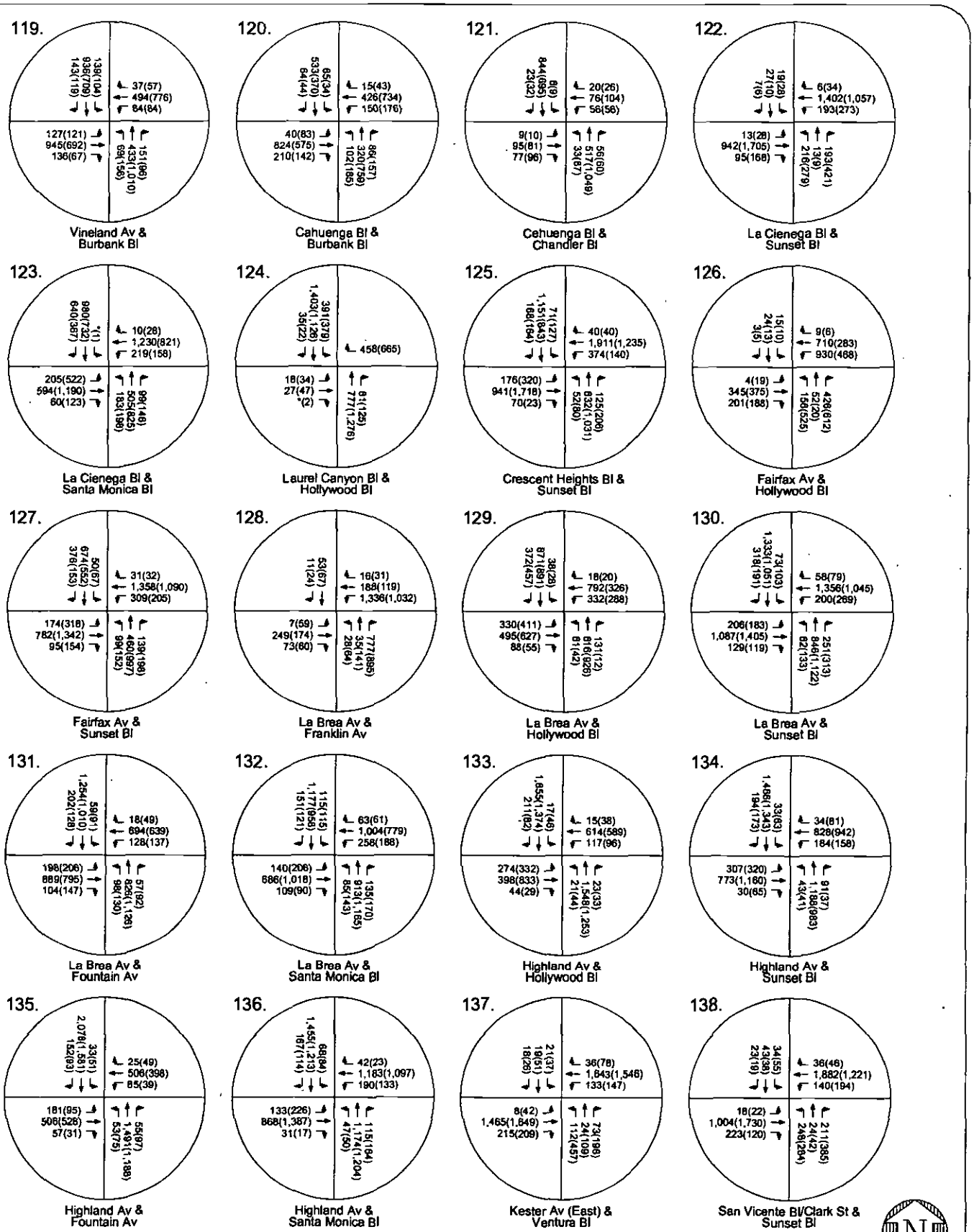


FIGURE 67 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT A (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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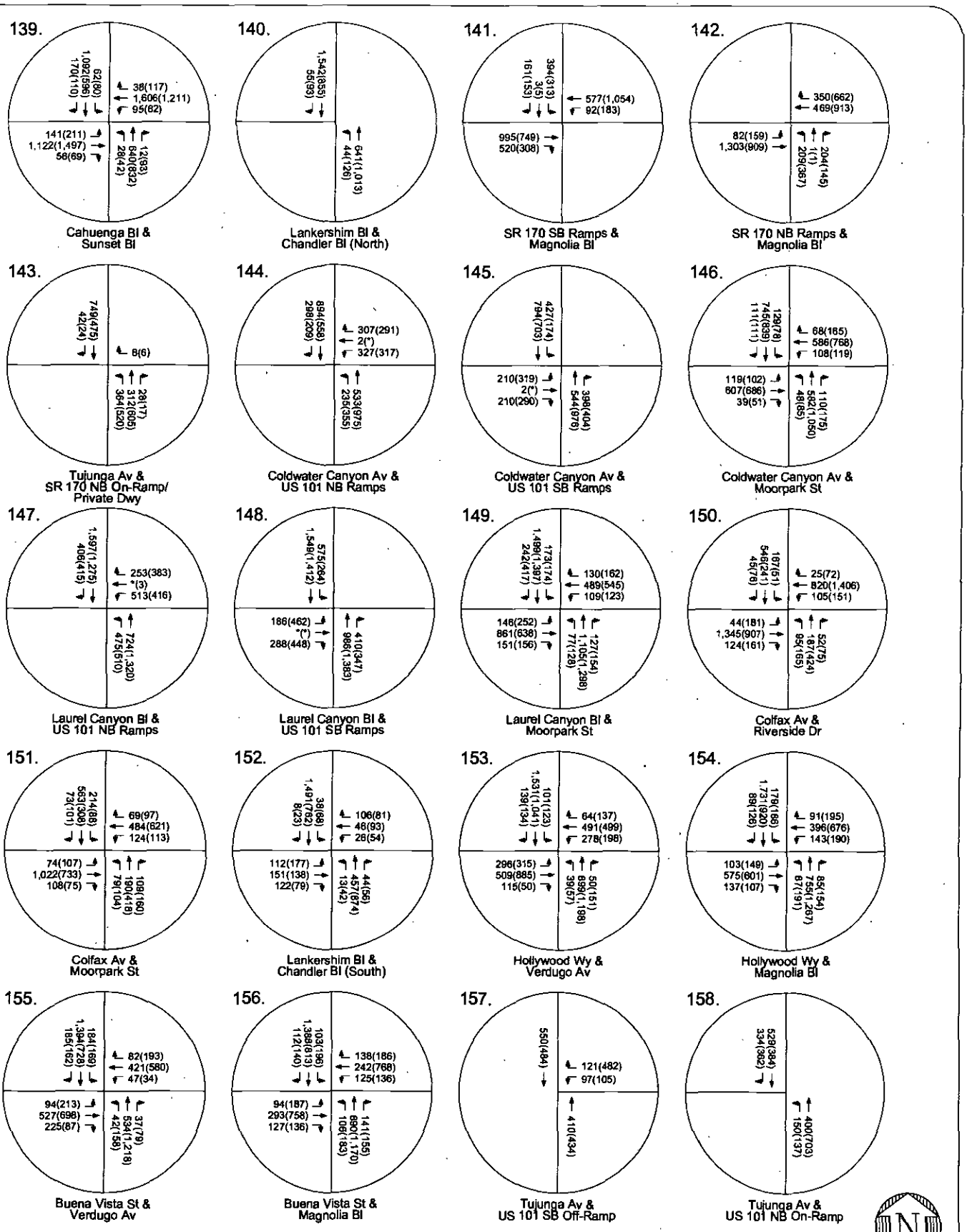
FIGURE 67 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT A (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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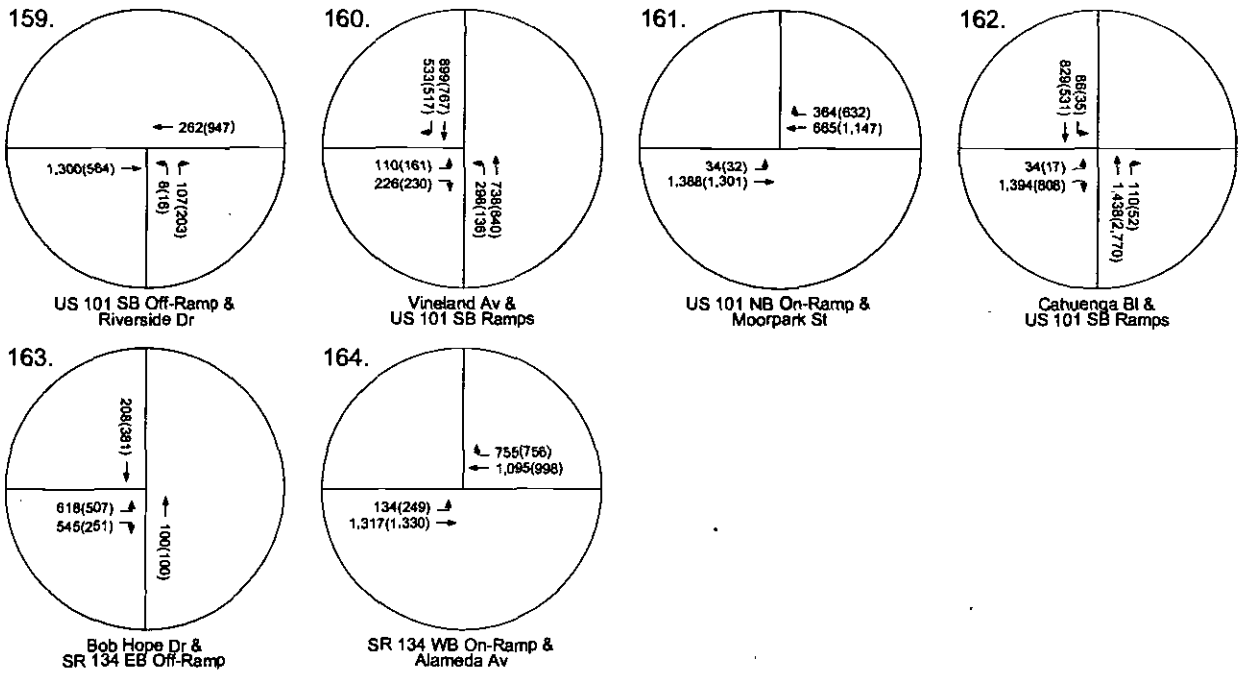
FIGURE 67 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT A (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

N

NOT TO SCALE

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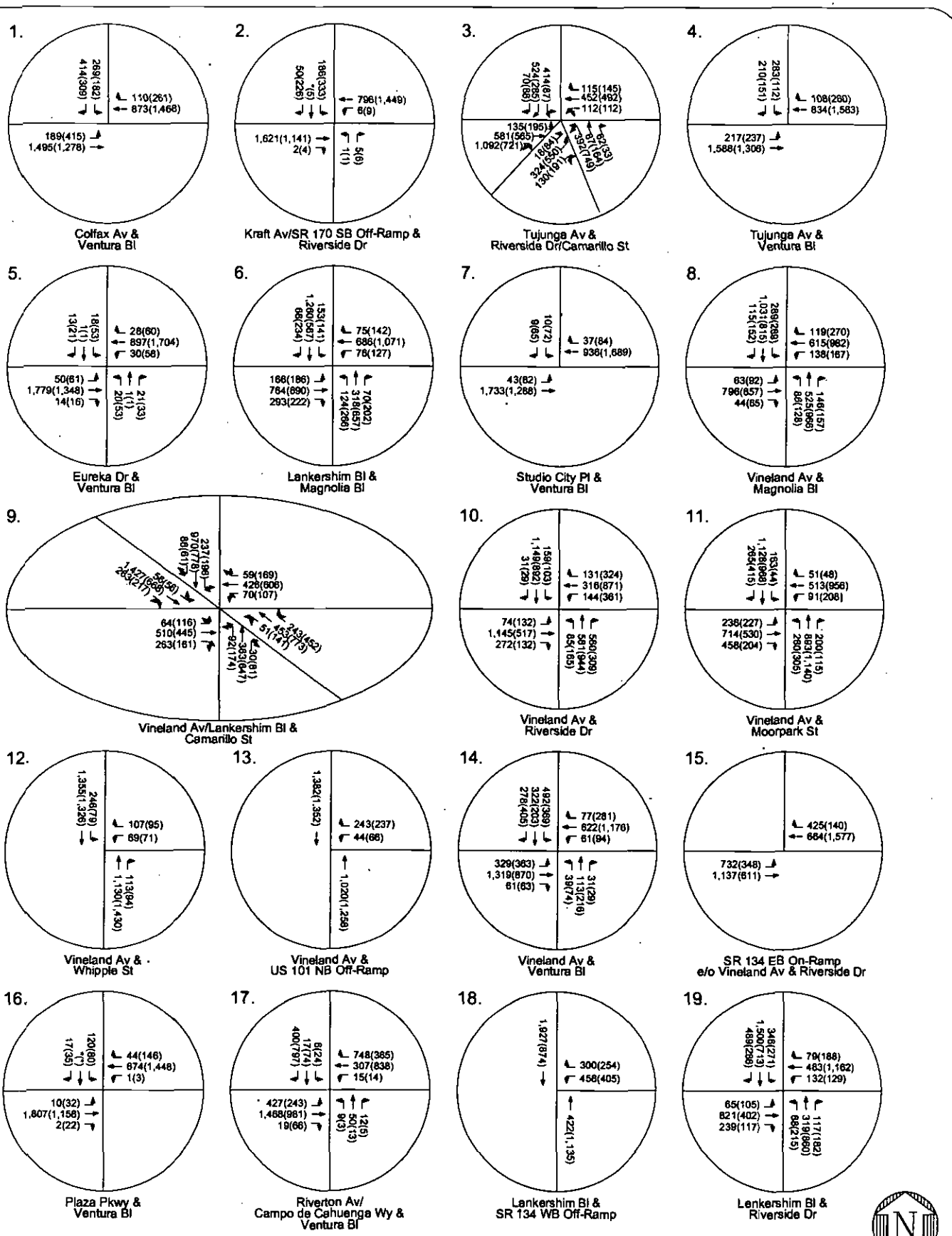
RAJU Associates, Inc

FIGURE 67 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT A (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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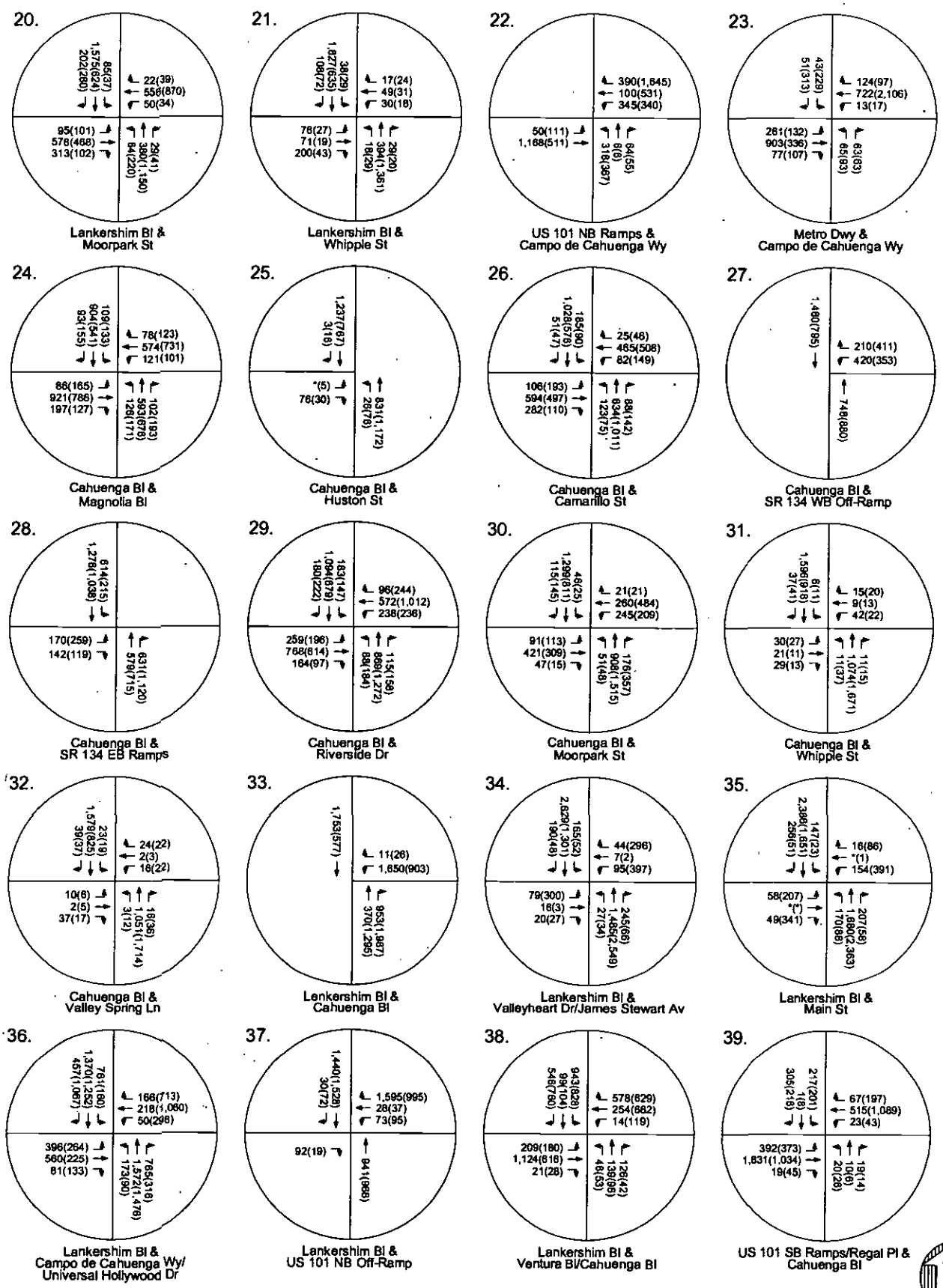
FIGURE 68

FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT B (YEAR 2015) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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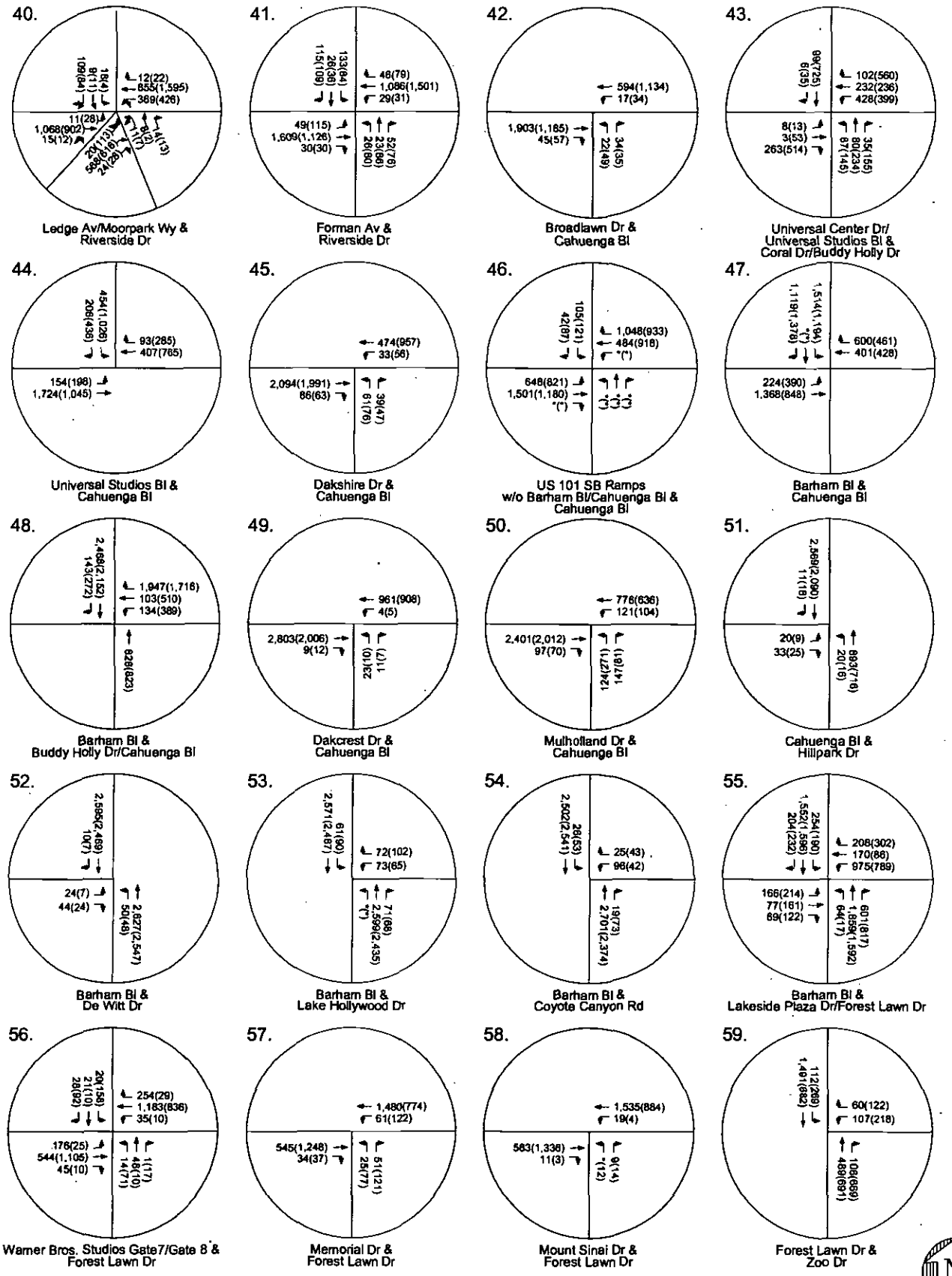
RAJU Associates, Inc

FIGURE 68 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT B (YEAR 2015) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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FIGURE 68 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT B (YEAR 2015) INTERSECTION PEAK HOUR TRAFFIC VOLUMES

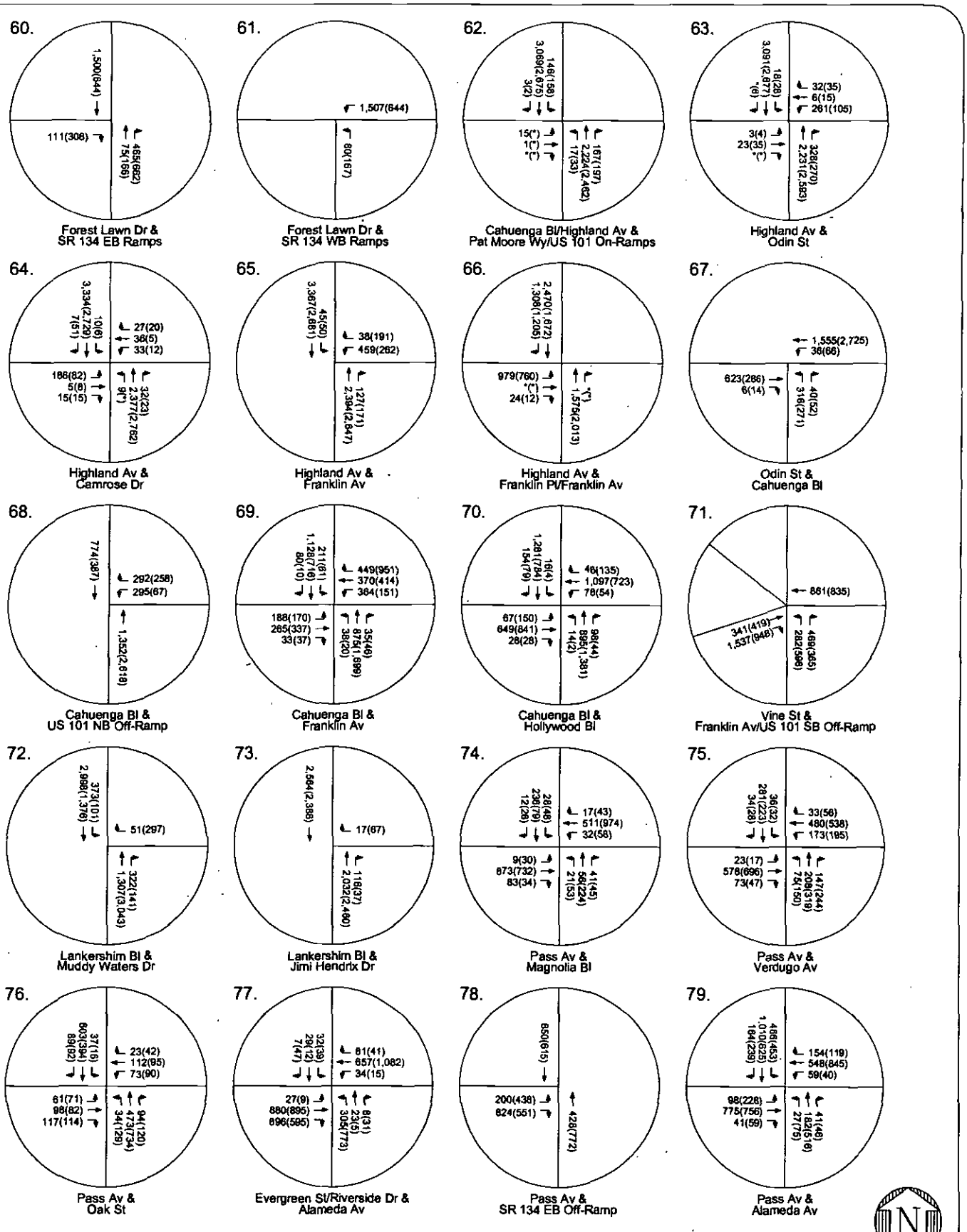
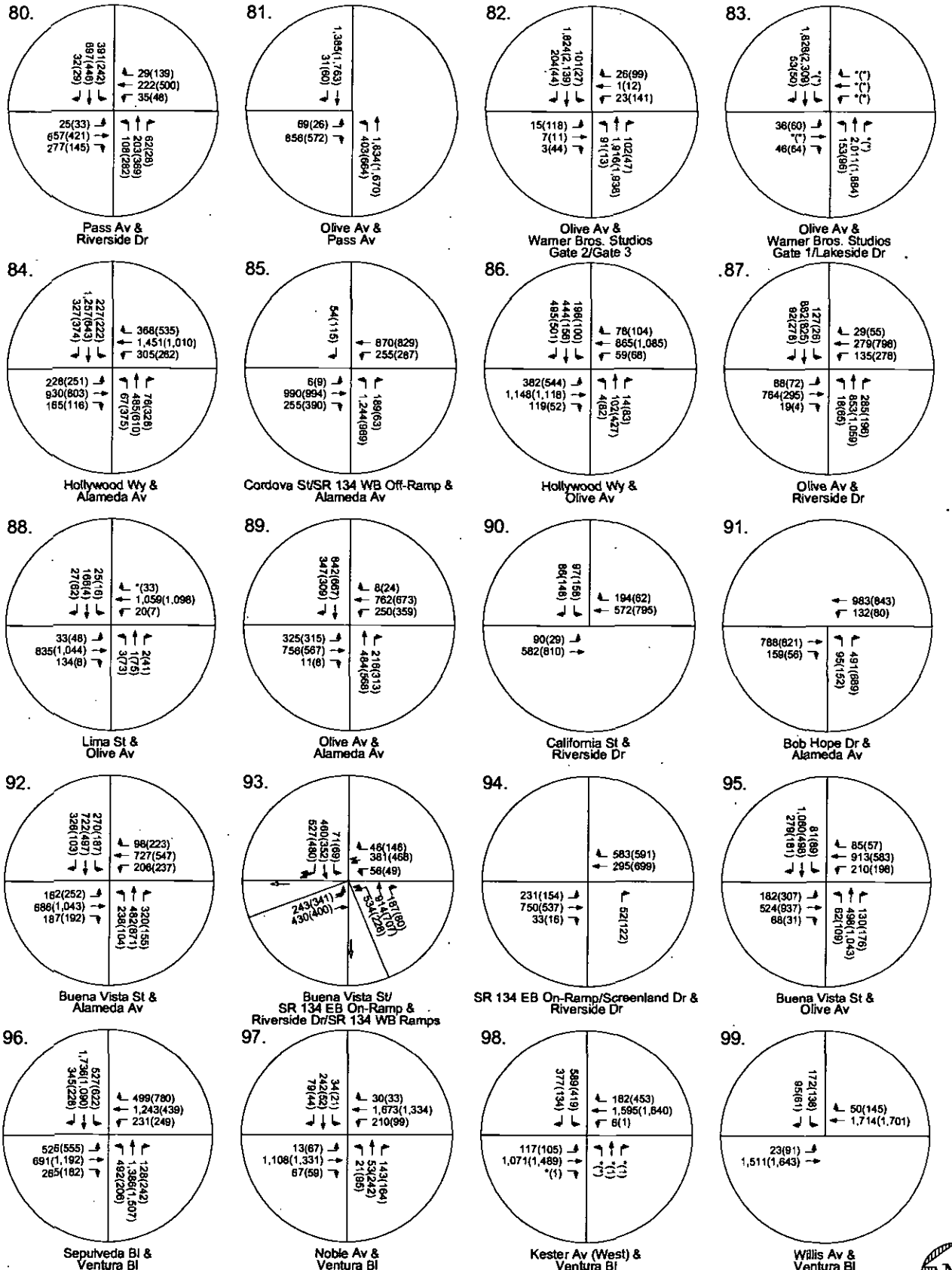


FIGURE 68 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT B (YEAR 2015)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

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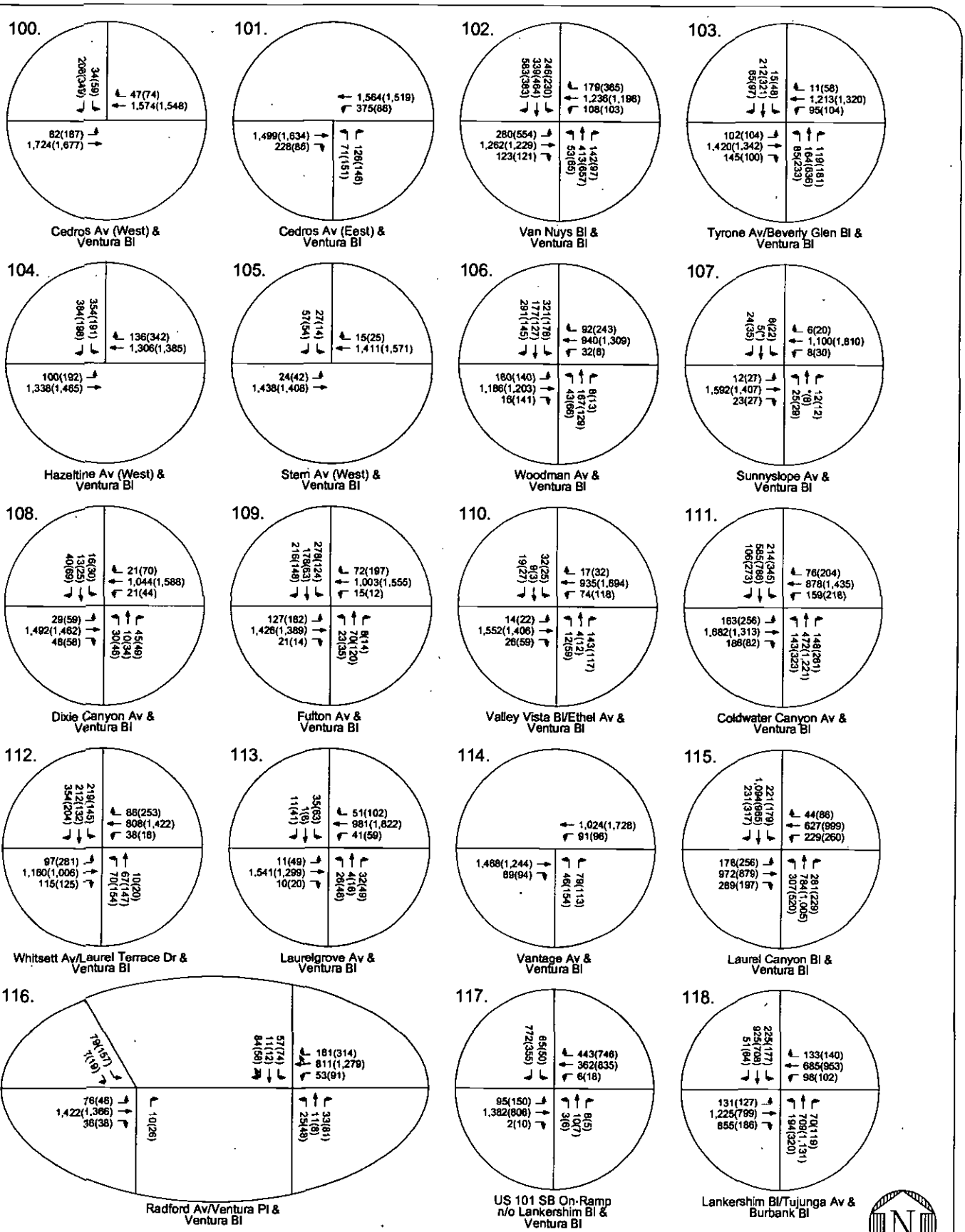
FIGURE 68 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT B (YEAR 2015) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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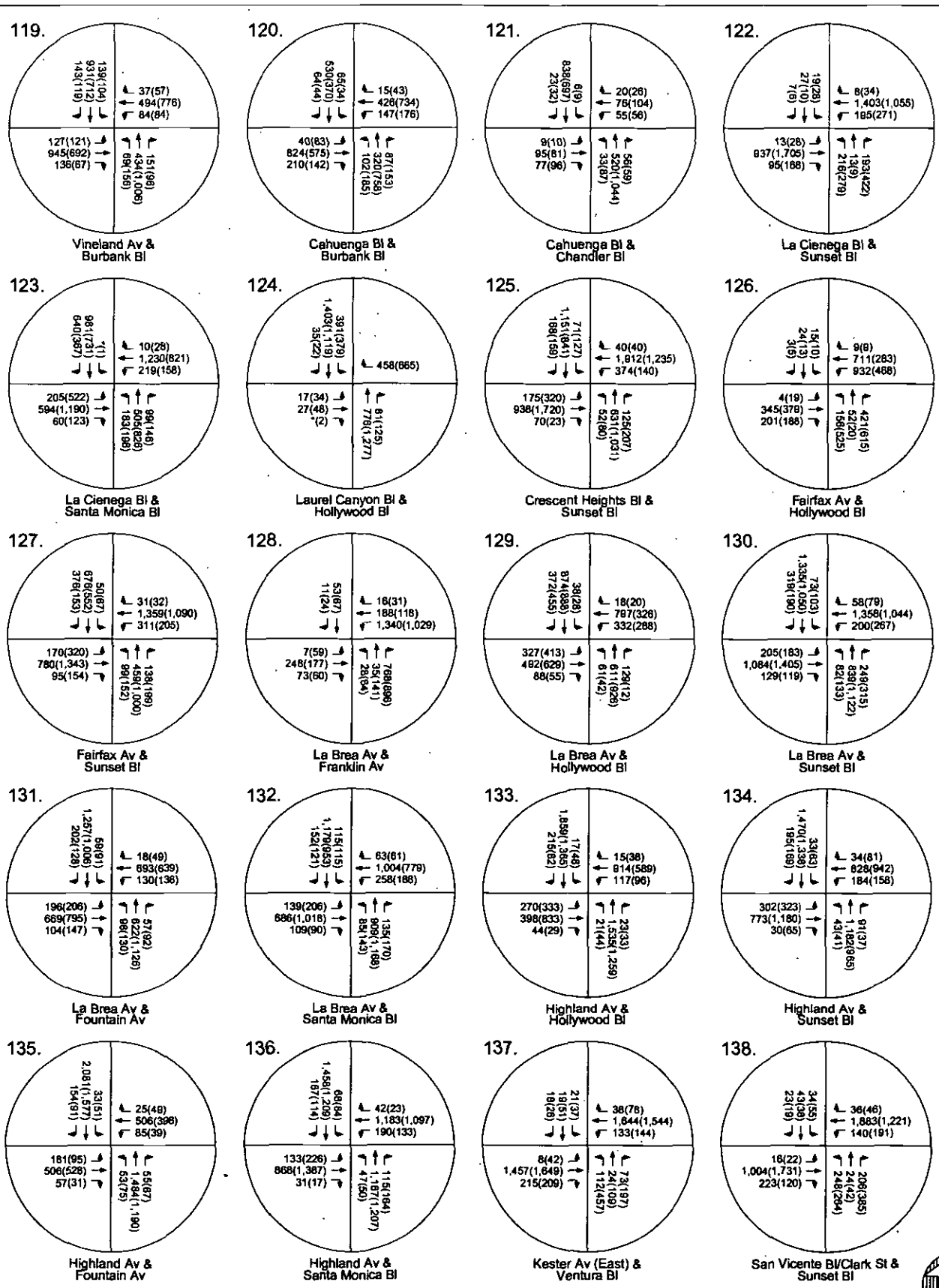
FIGURE 68 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT B (YEAR 2015) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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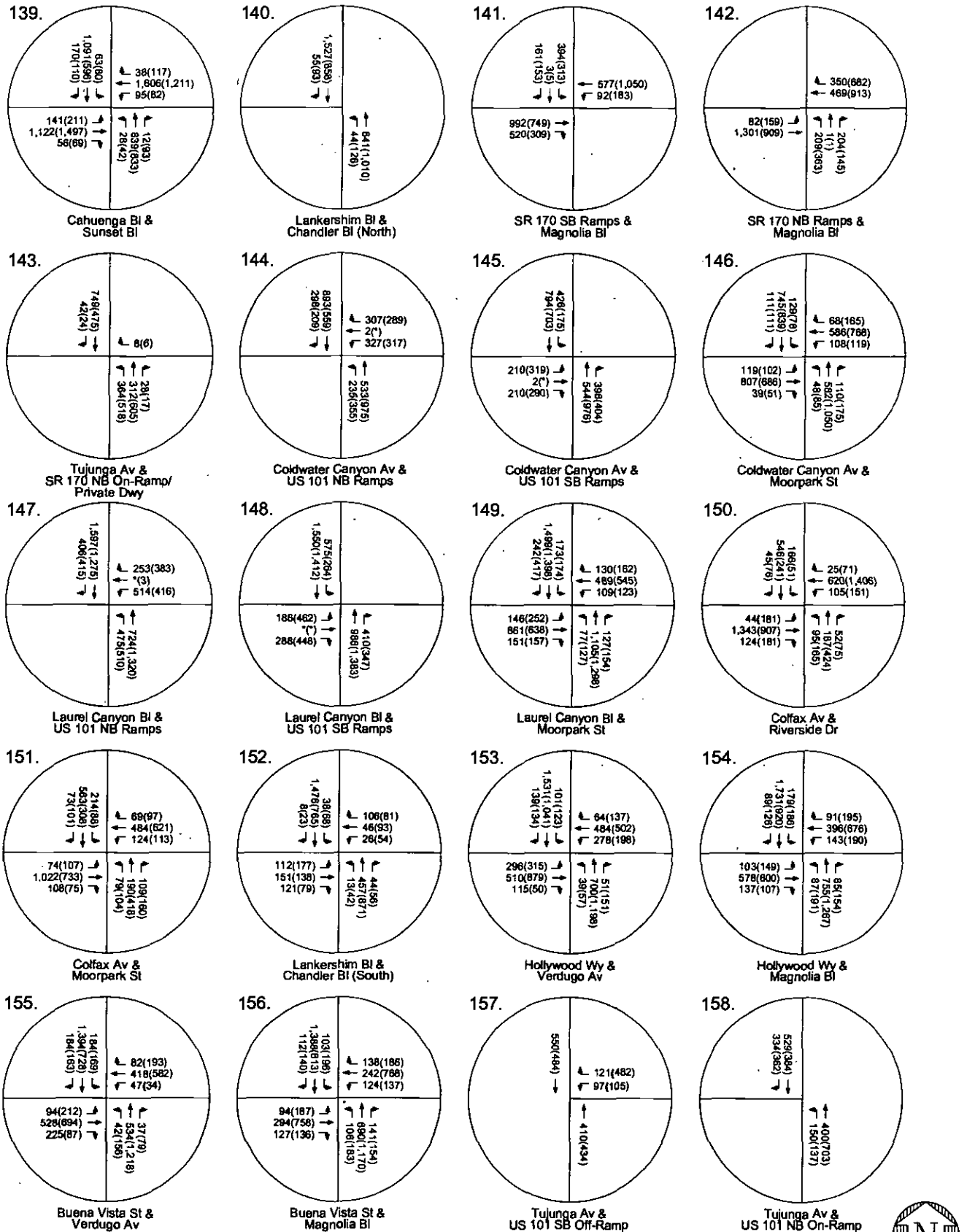
FIGURE 68 (CONT.)

FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT B (YEAR 2015) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes

* - Negligible Volumes

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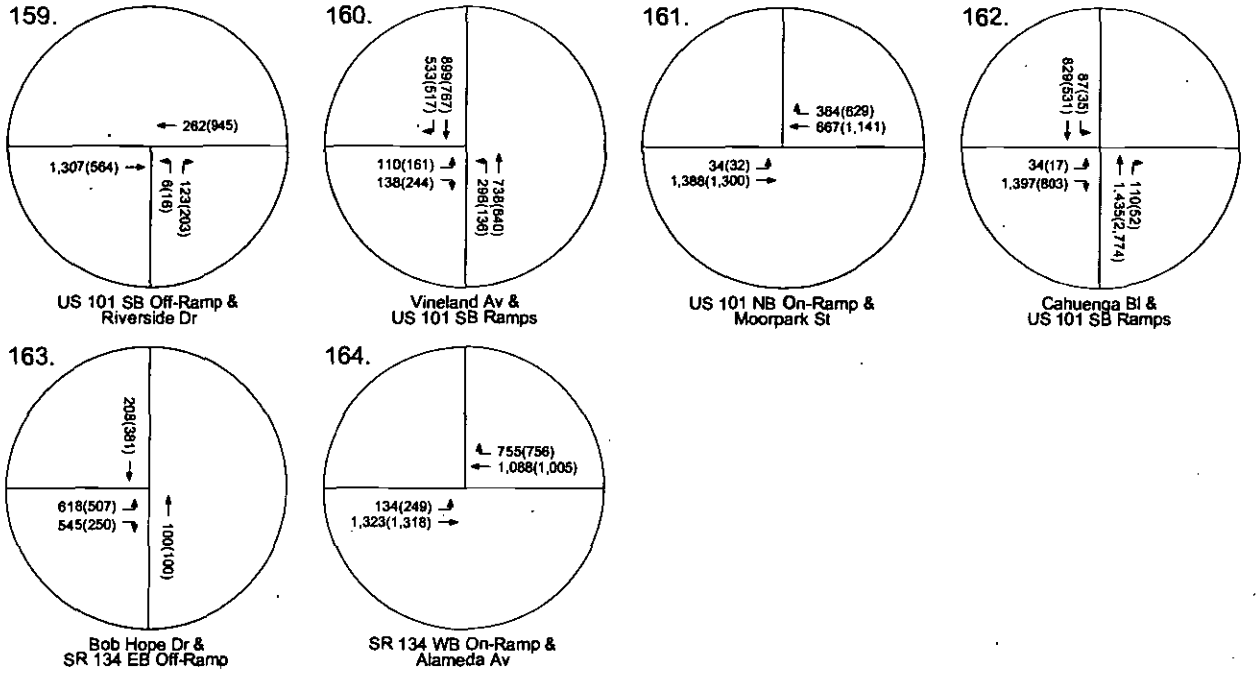
FIGURE 68 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT B (YEAR 2015) INTERSECTION PEAK HOUR TRAFFIC VOLUMES



LEGEND

#(#) - A.M.(P.M.) Peak Hour Traffic Volumes
* - Negligible Volumes

N

NOT TO SCALE

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FIGURE 68 (CONT.)
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPT B (YEAR 2015) INTERSECTION PEAK HOUR TRAFFIC VOLUMES

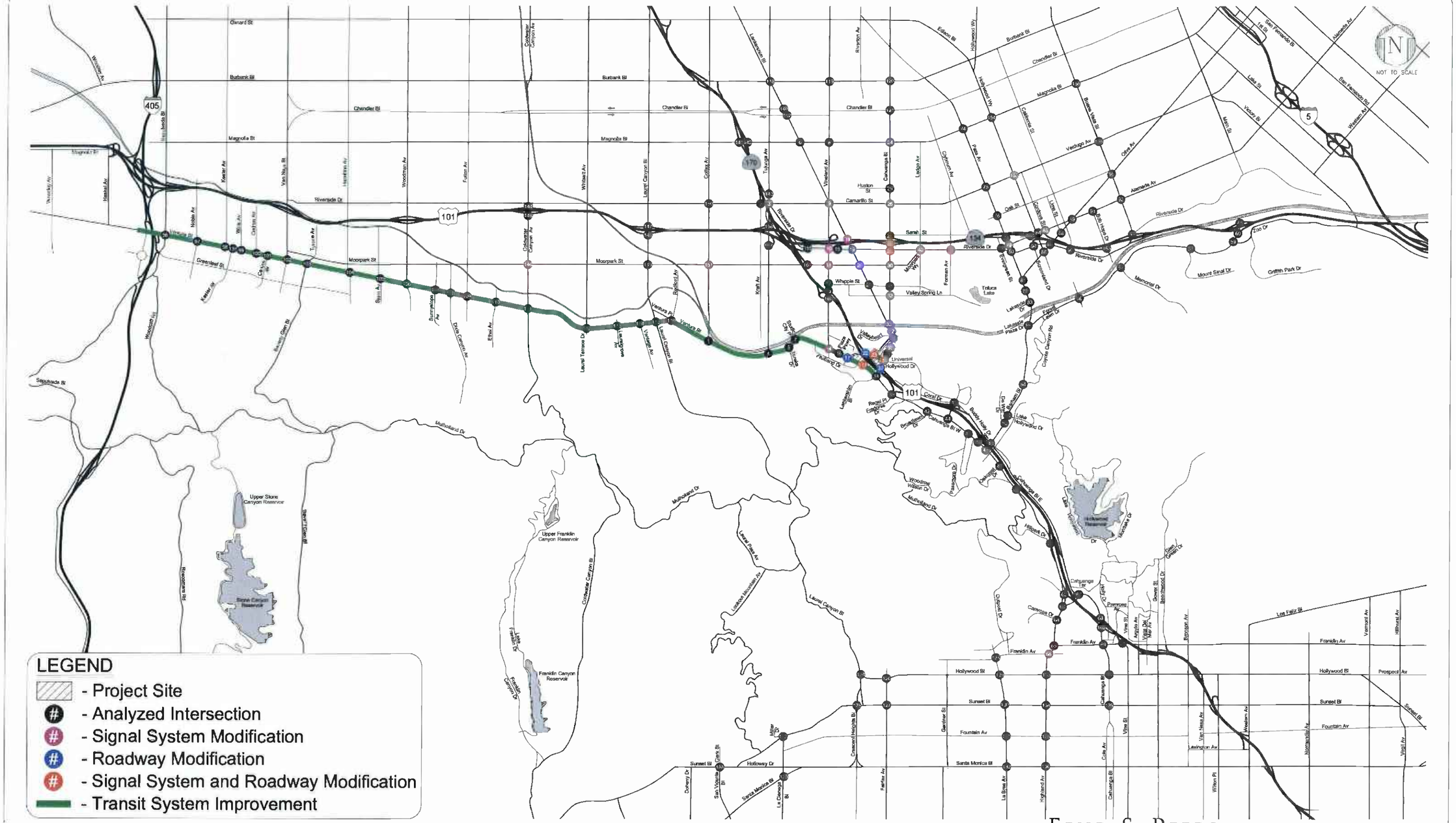

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FIGURE 69
PROPOSED IMPROVEMENTS - OPTION A

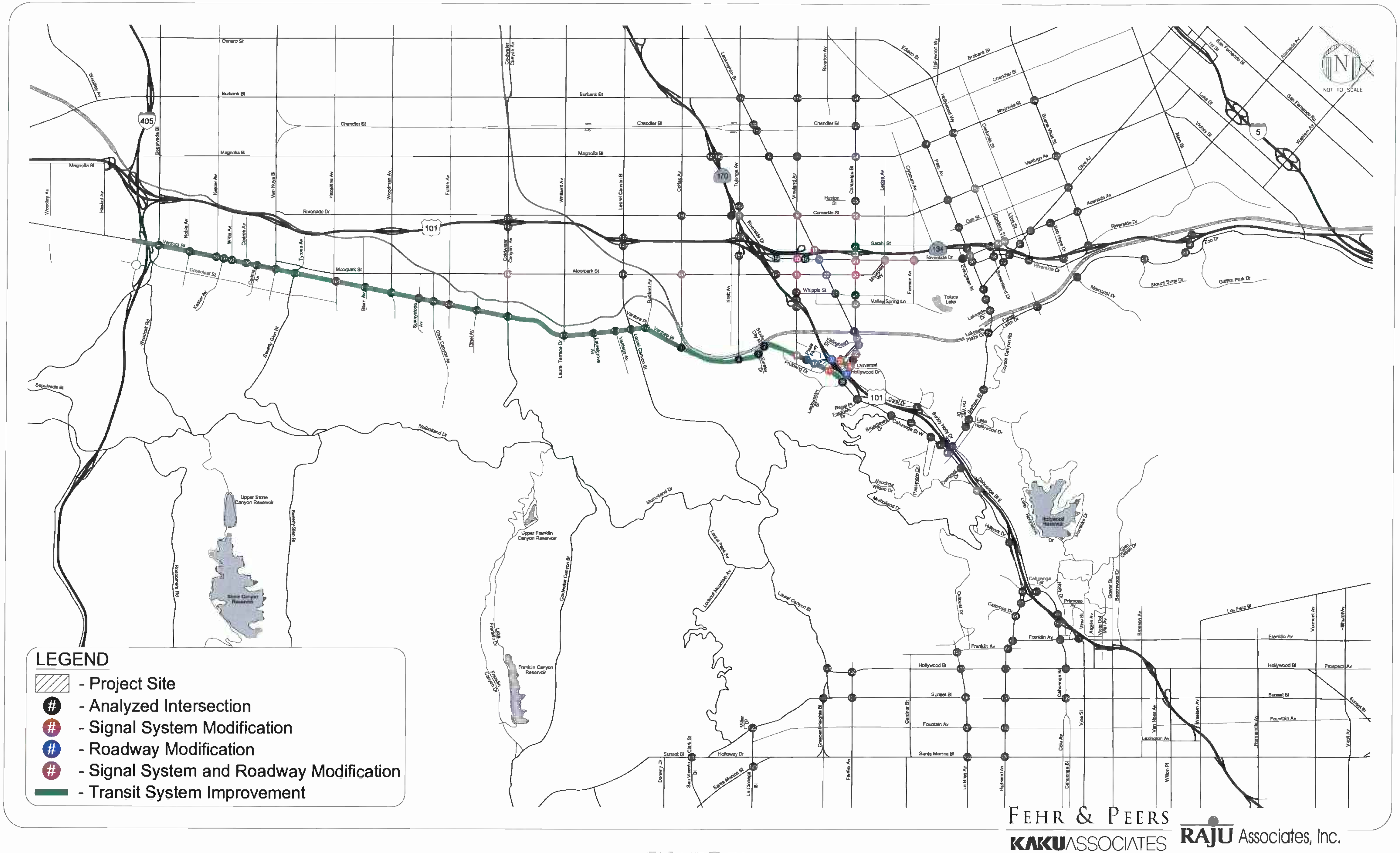

FIGURE 70
PROPOSED IMPROVEMENTS - OPTION B

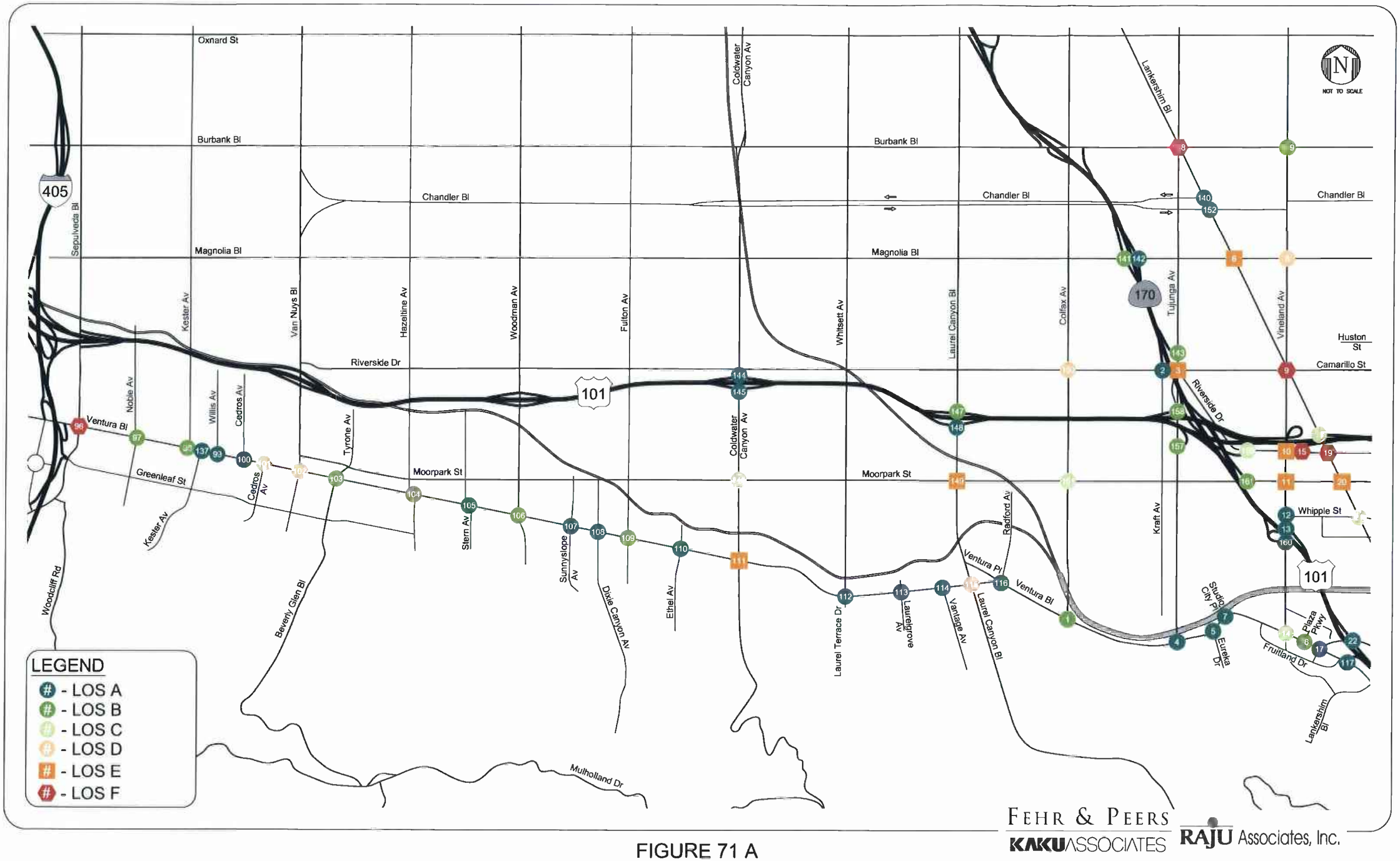

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FIGURE 71 A
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
INTERSECTION LEVEL OF SERVICE - A.M. PEAK HOUR

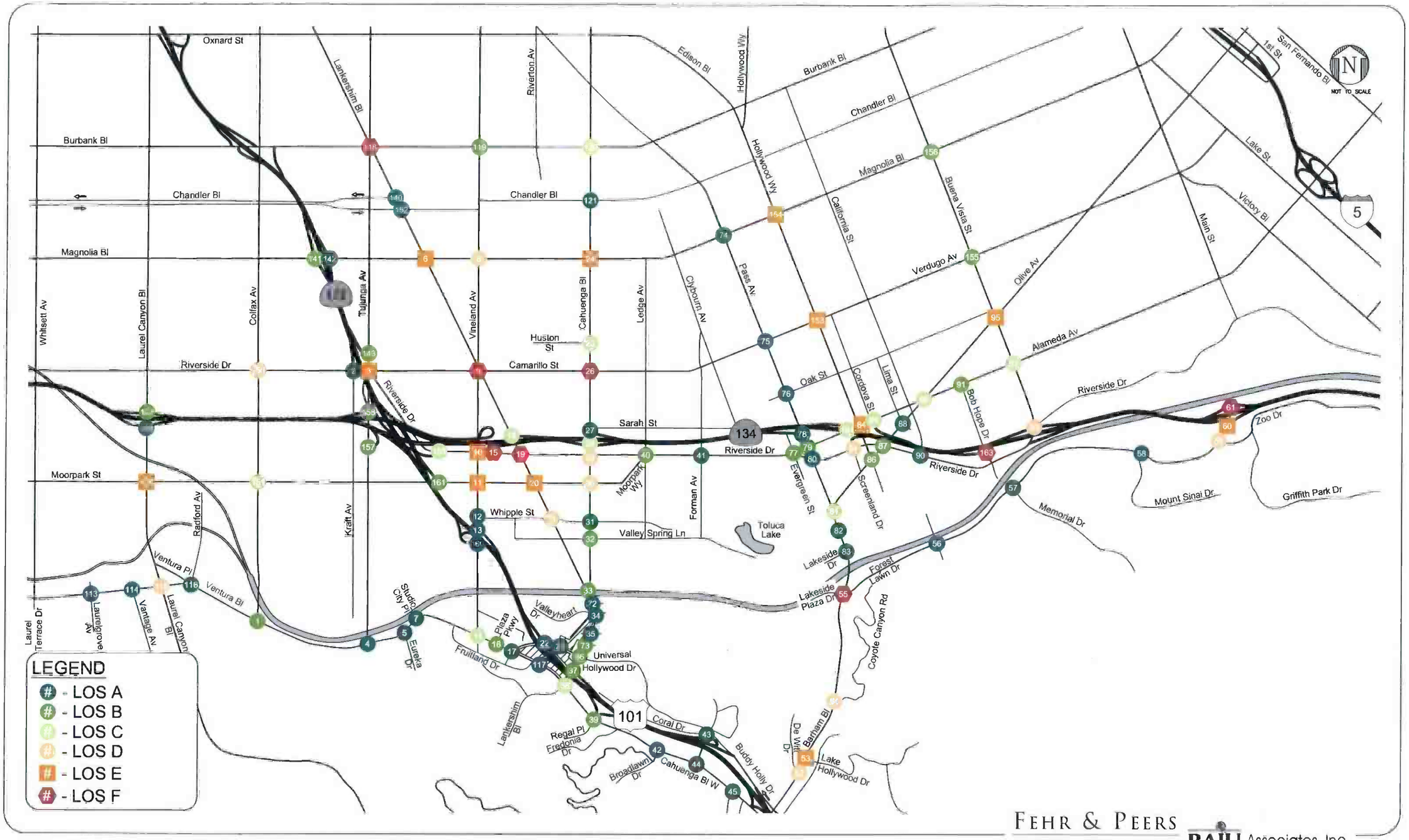

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FIGURE 71 B
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
INTERSECTION LEVEL OF SERVICE - A.M. PEAK HOUR

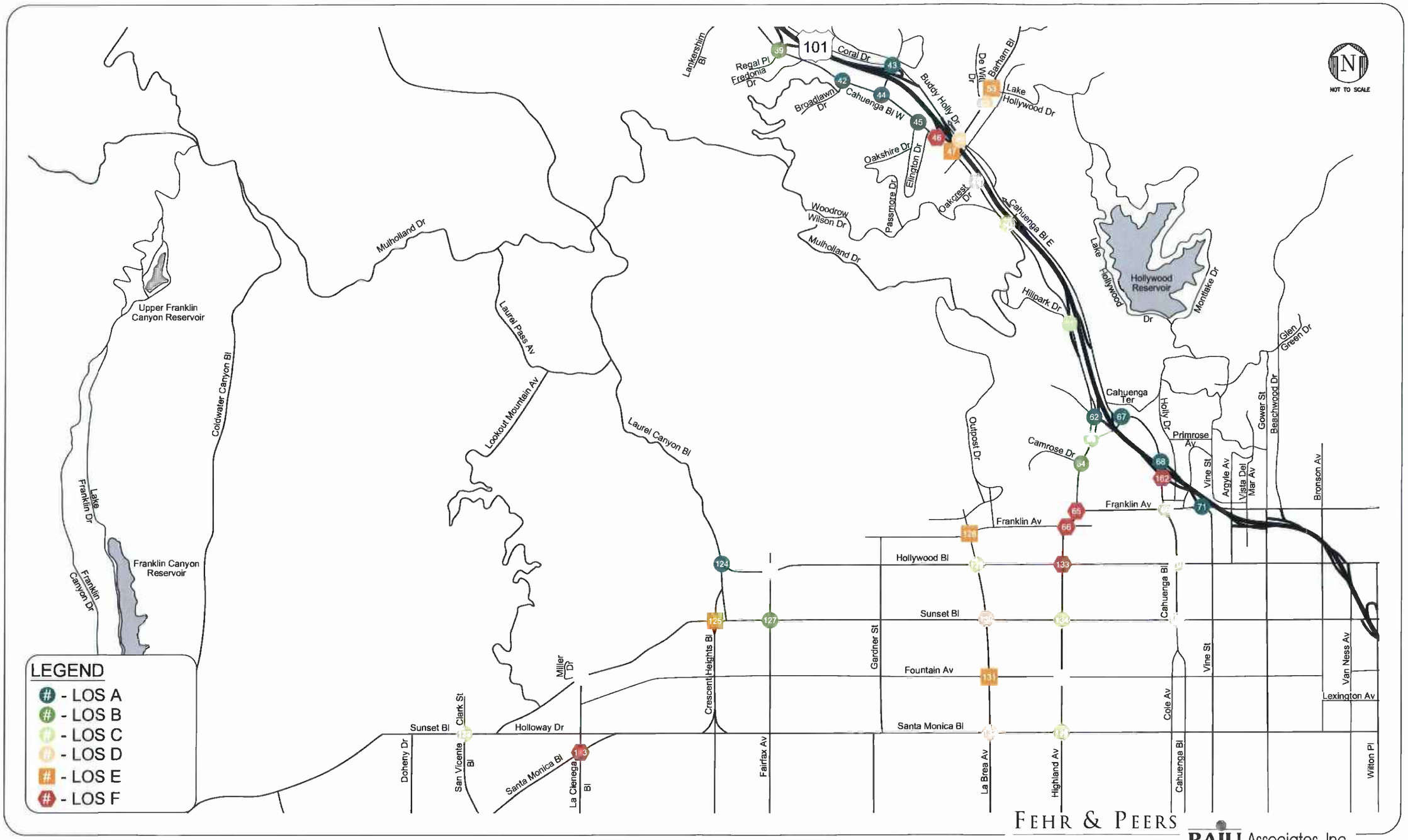

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FIGURE 71 C
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
INTERSECTION LEVEL OF SERVICE - A.M. PEAK HOUR

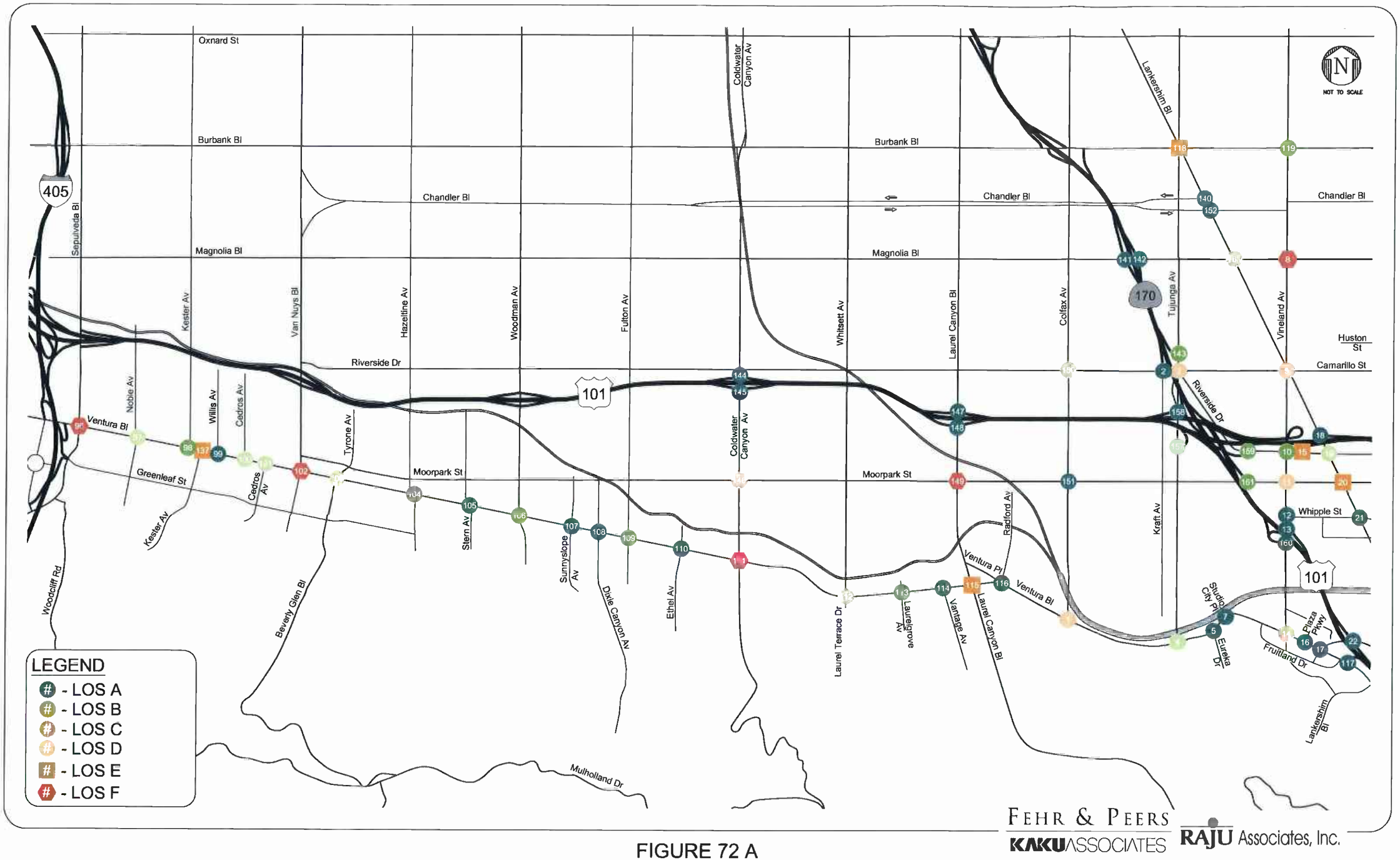

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FIGURE 72 A
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
INTERSECTION LEVEL OF SERVICE - P.M. PEAK HOUR

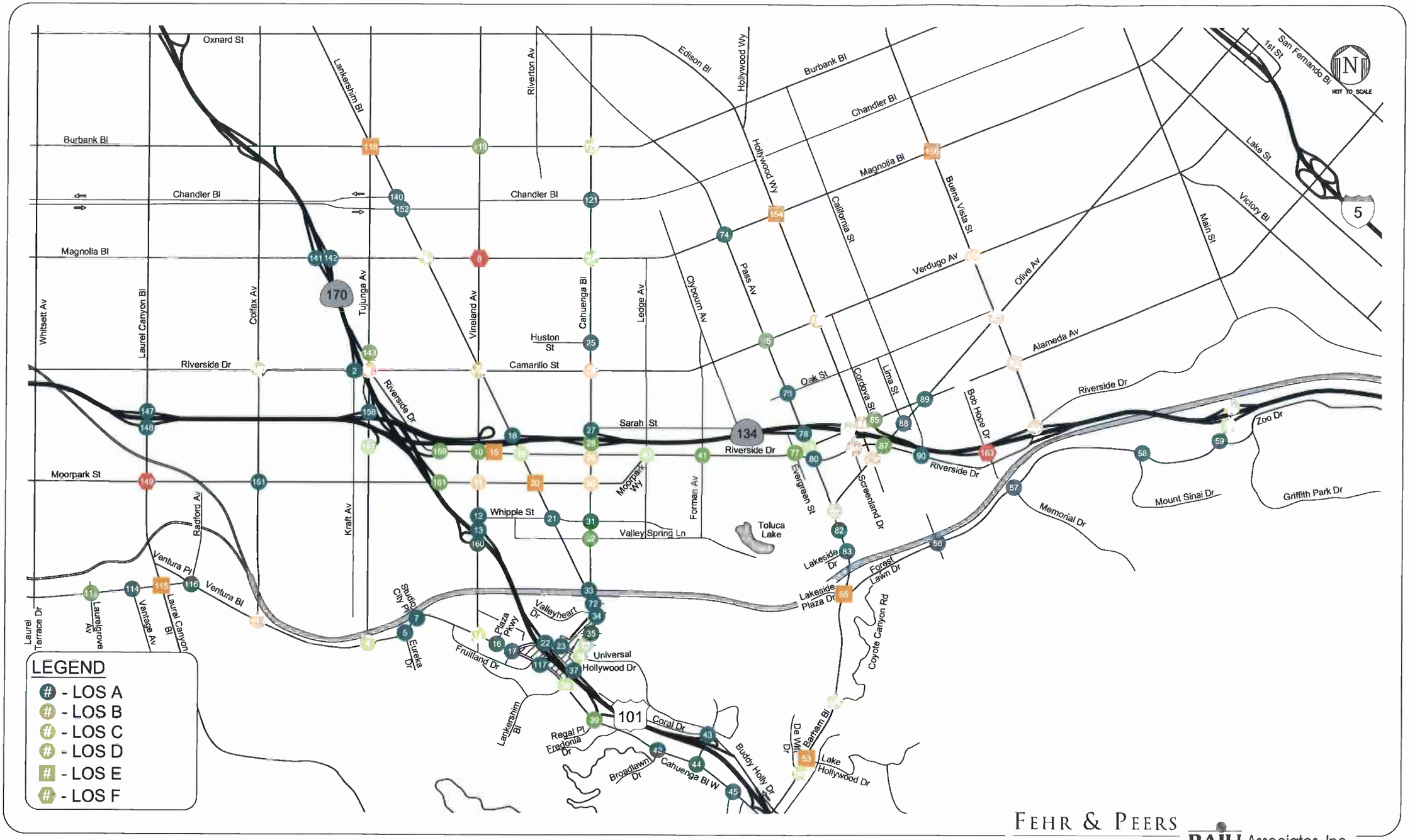

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FIGURE 72 B
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
INTERSECTION LEVEL OF SERVICE - P.M. PEAK HOUR

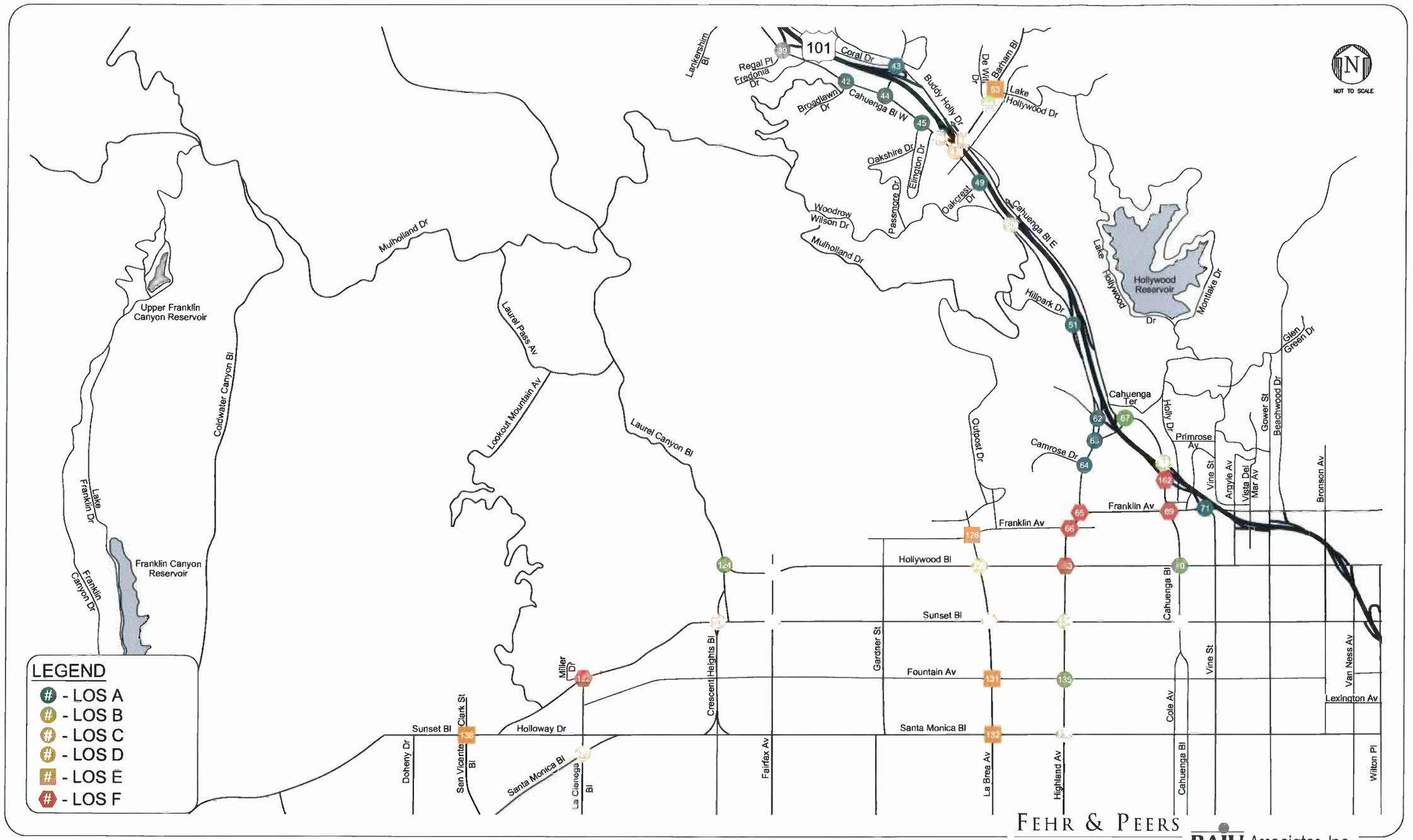

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FIGURE 72 C
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
INTERSECTION LEVEL OF SERVICE - P.M. PEAK HOUR

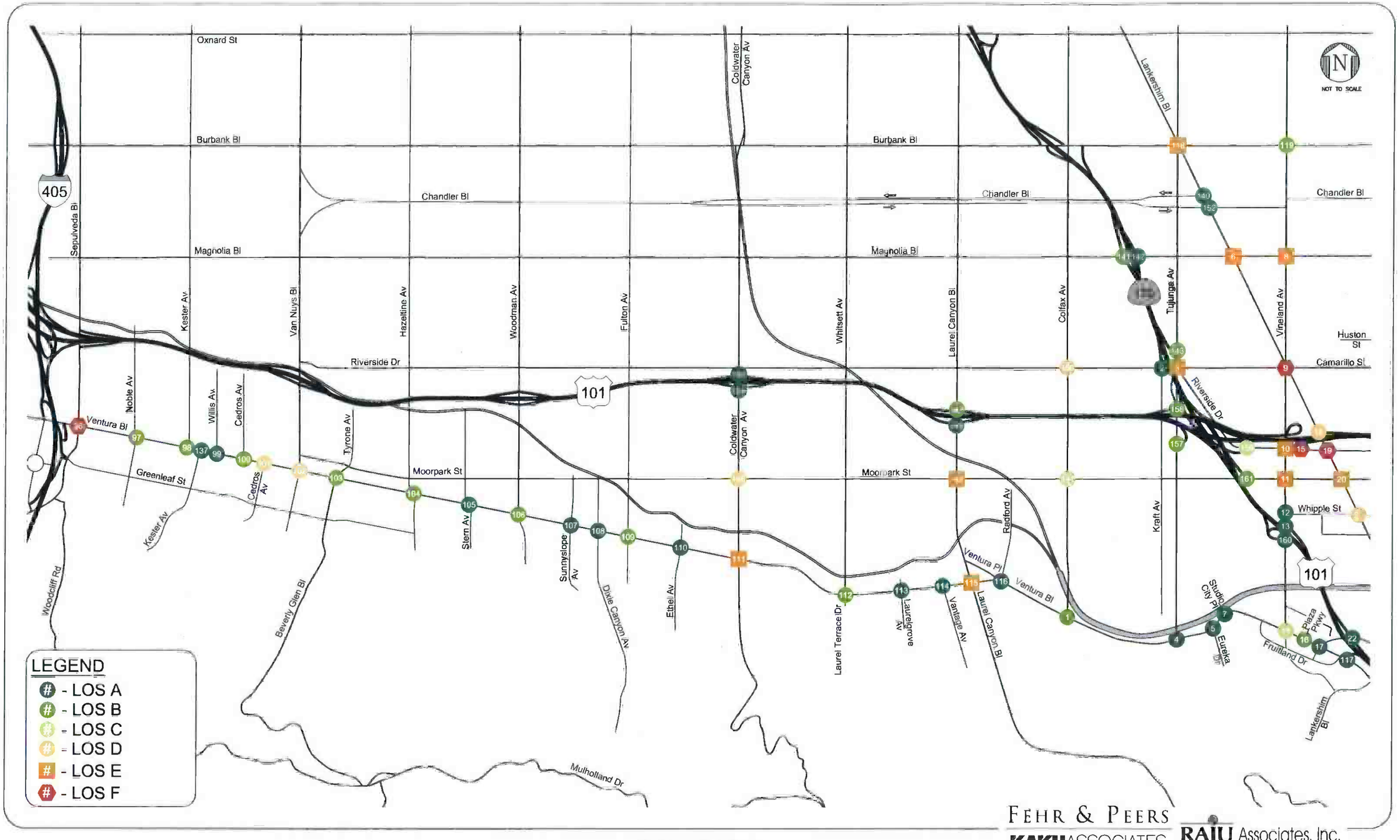

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FIGURE 73 A
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION A (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - A.M. PEAK HOUR

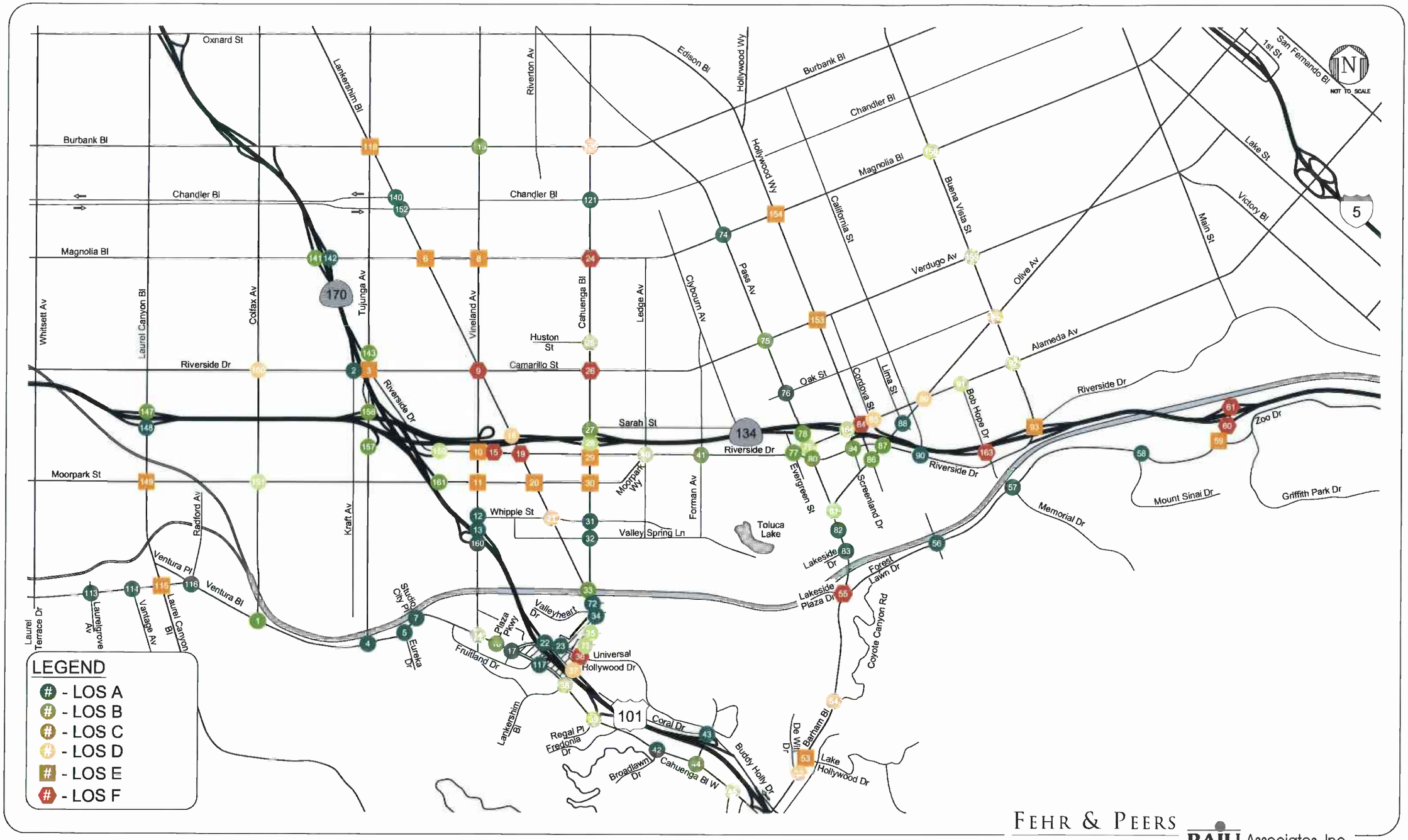

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FIGURE 73 B
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION A (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - A.M. PEAK HOUR

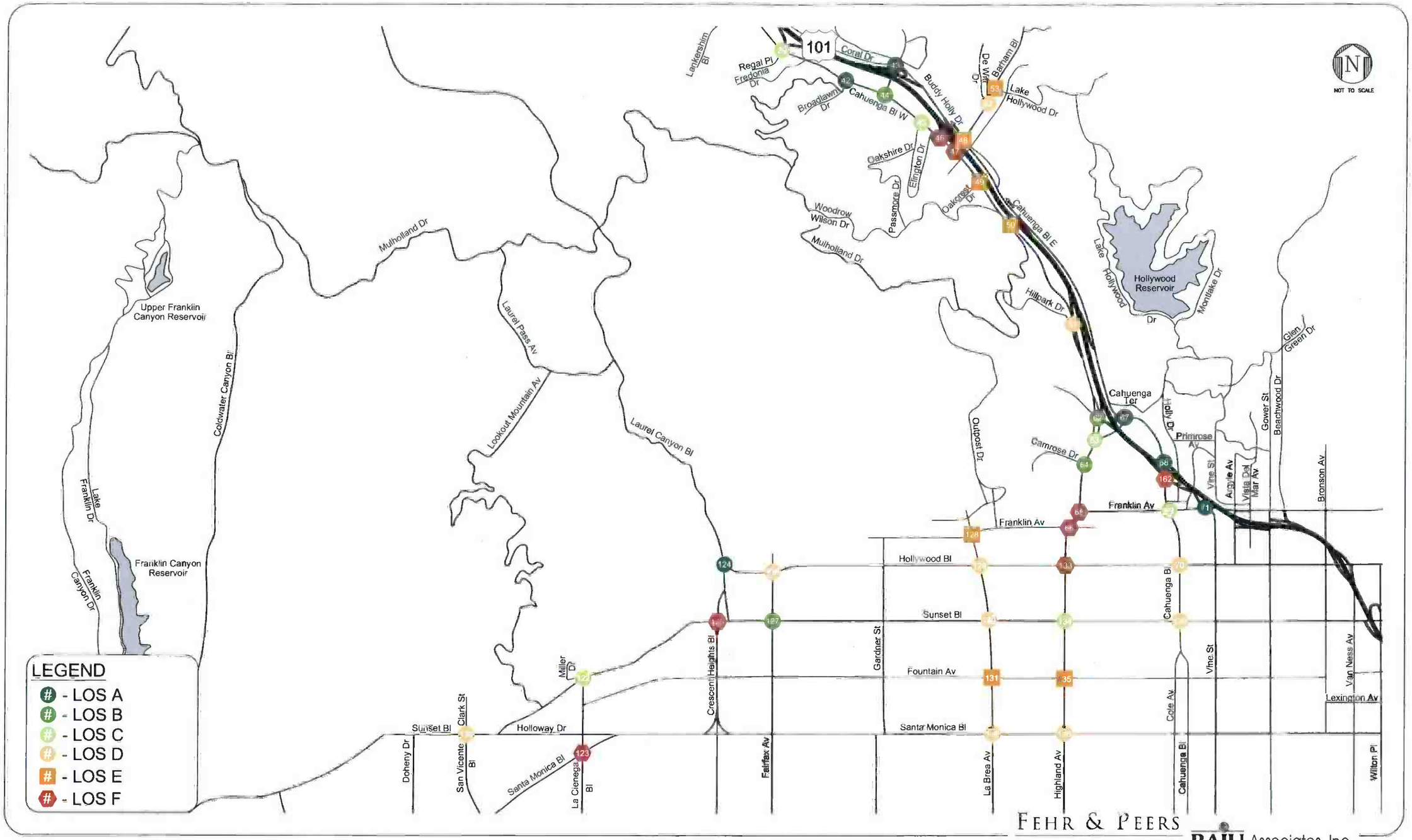

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FIGURE 73 C
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION A (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - A.M. PEAK HOUR

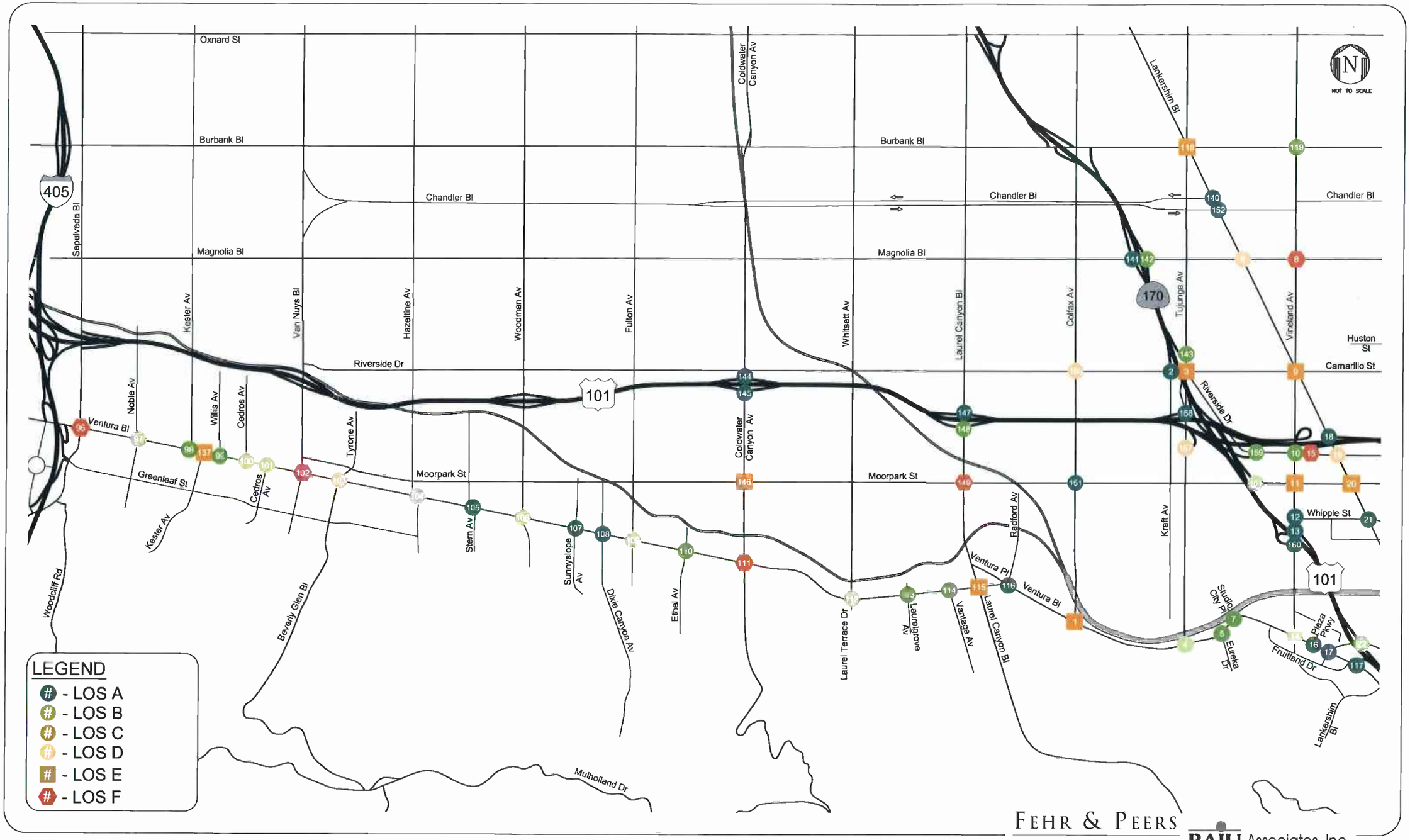

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FIGURE 74 A
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION A (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - P.M. PEAK HOUR

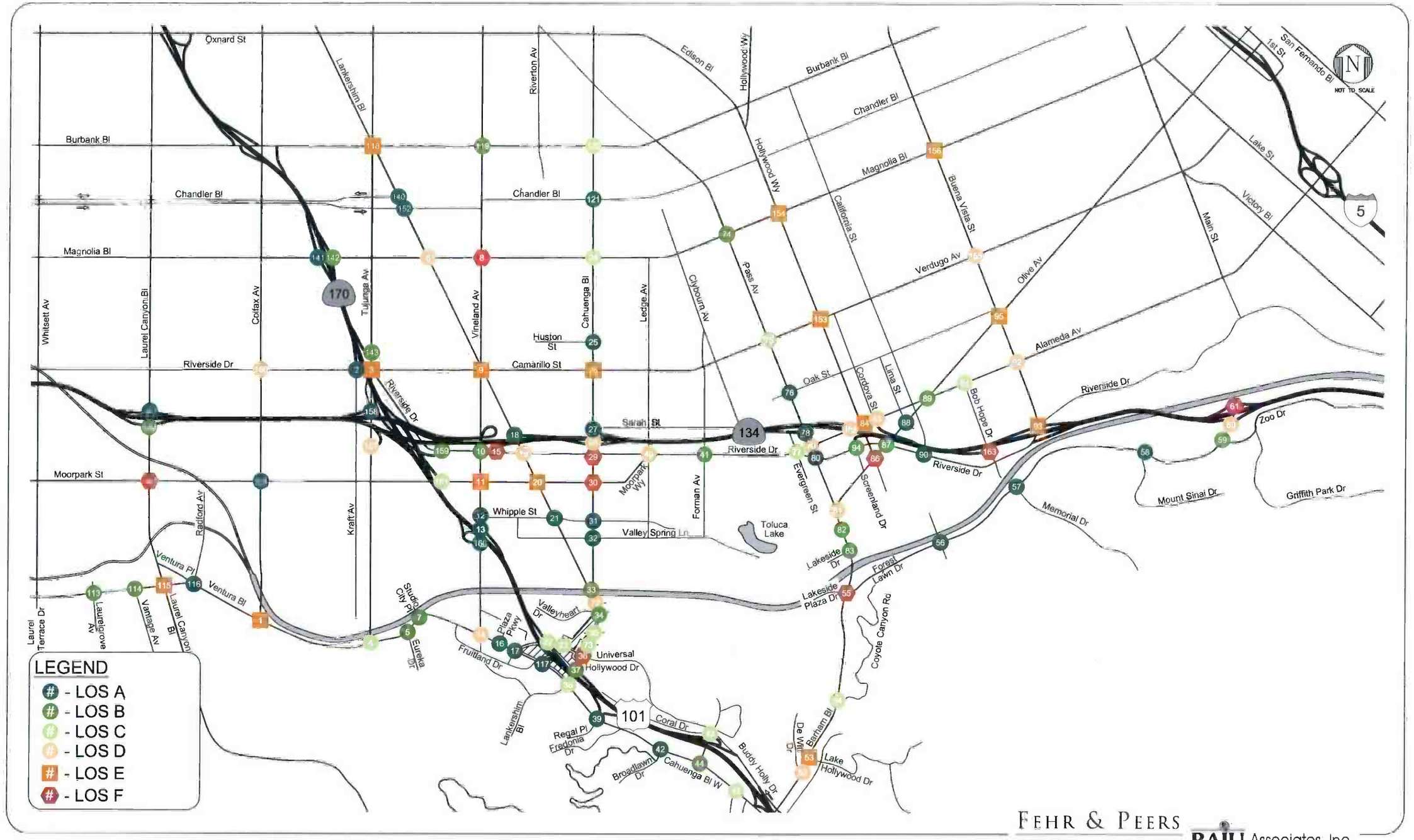

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FIGURE 74 B
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION A (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - P.M. PEAK HOUR

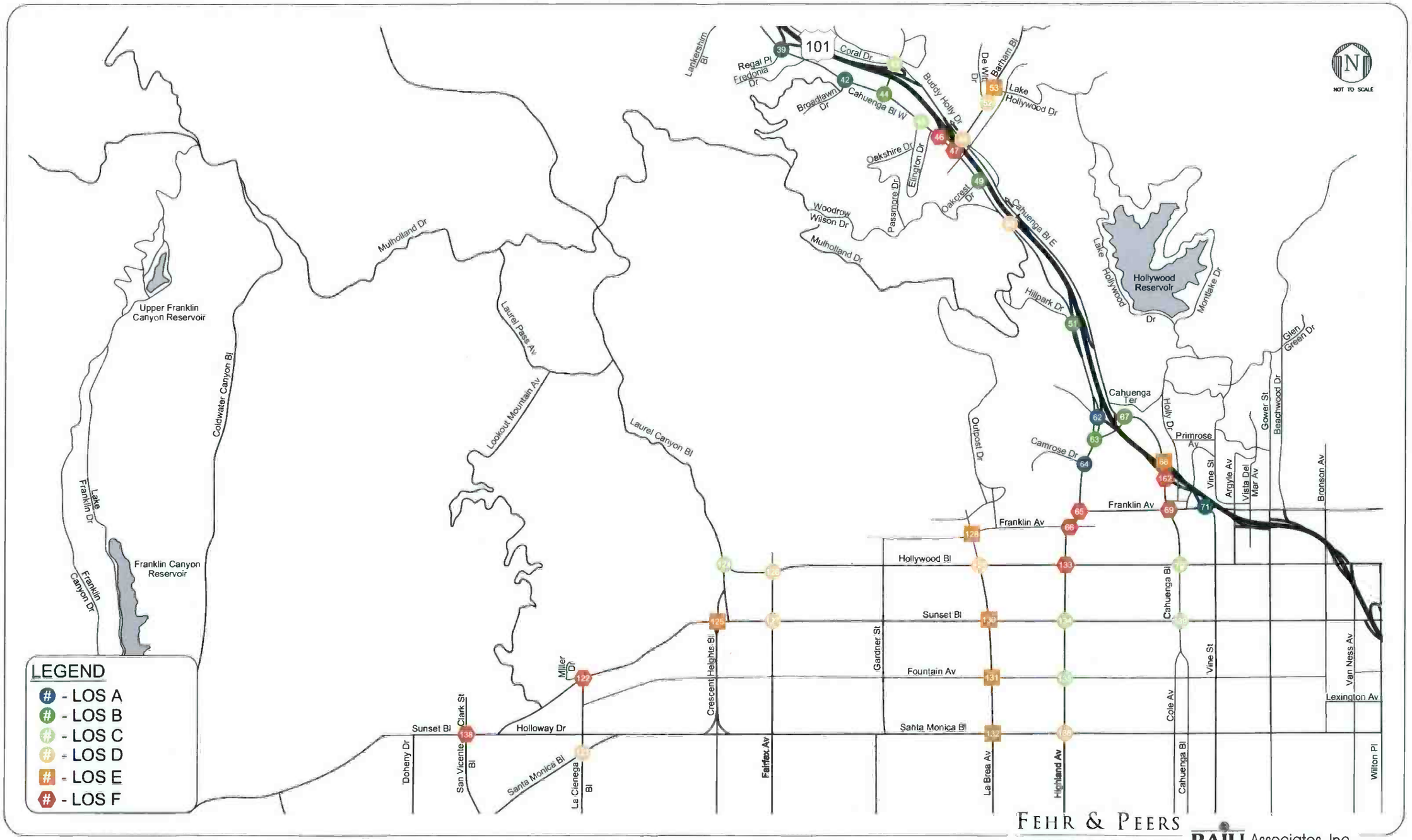

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FIGURE 74 C
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION A (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - P.M. PEAK HOUR

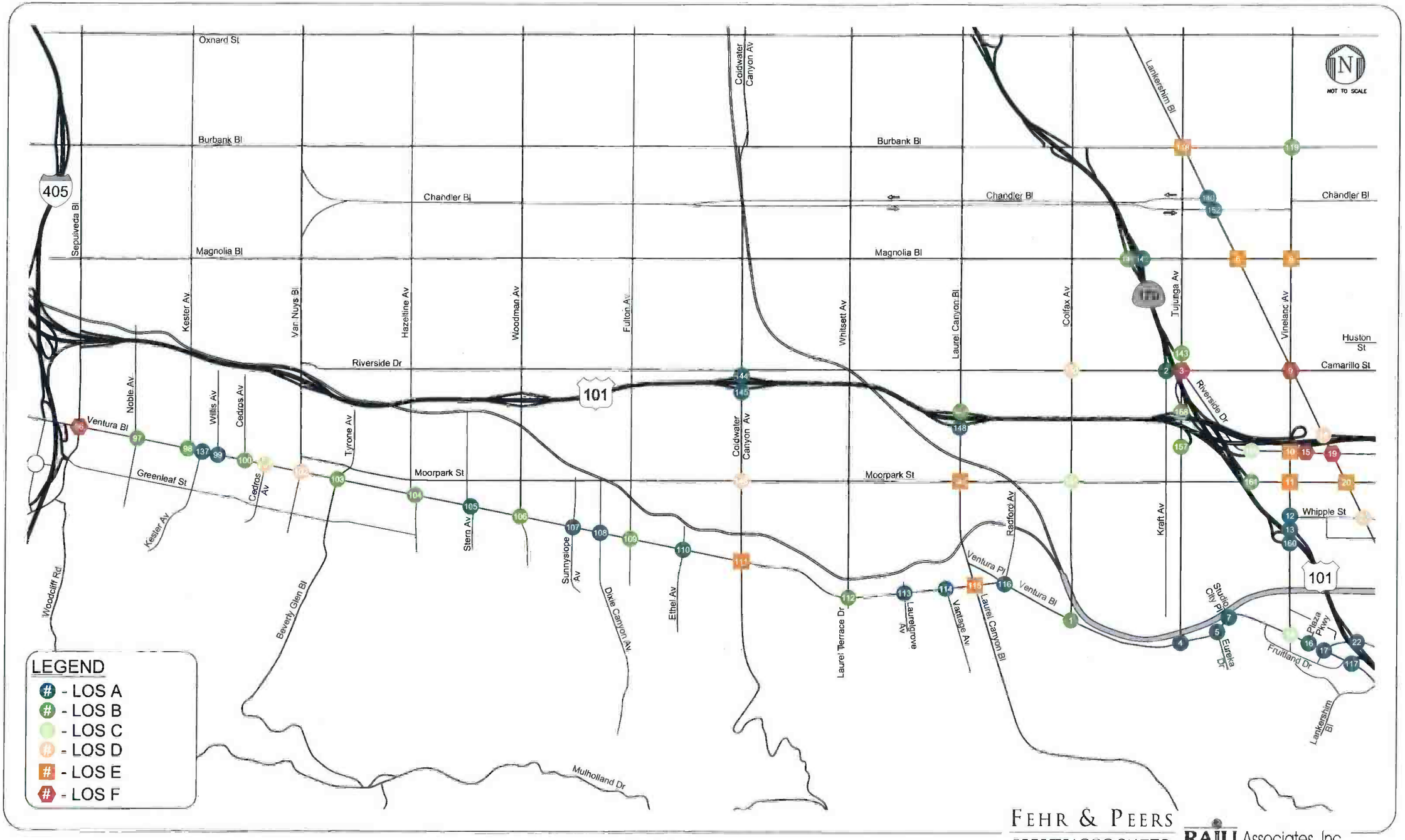

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FIGURE 75 A
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION B (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - A.M. PEAK HOUR

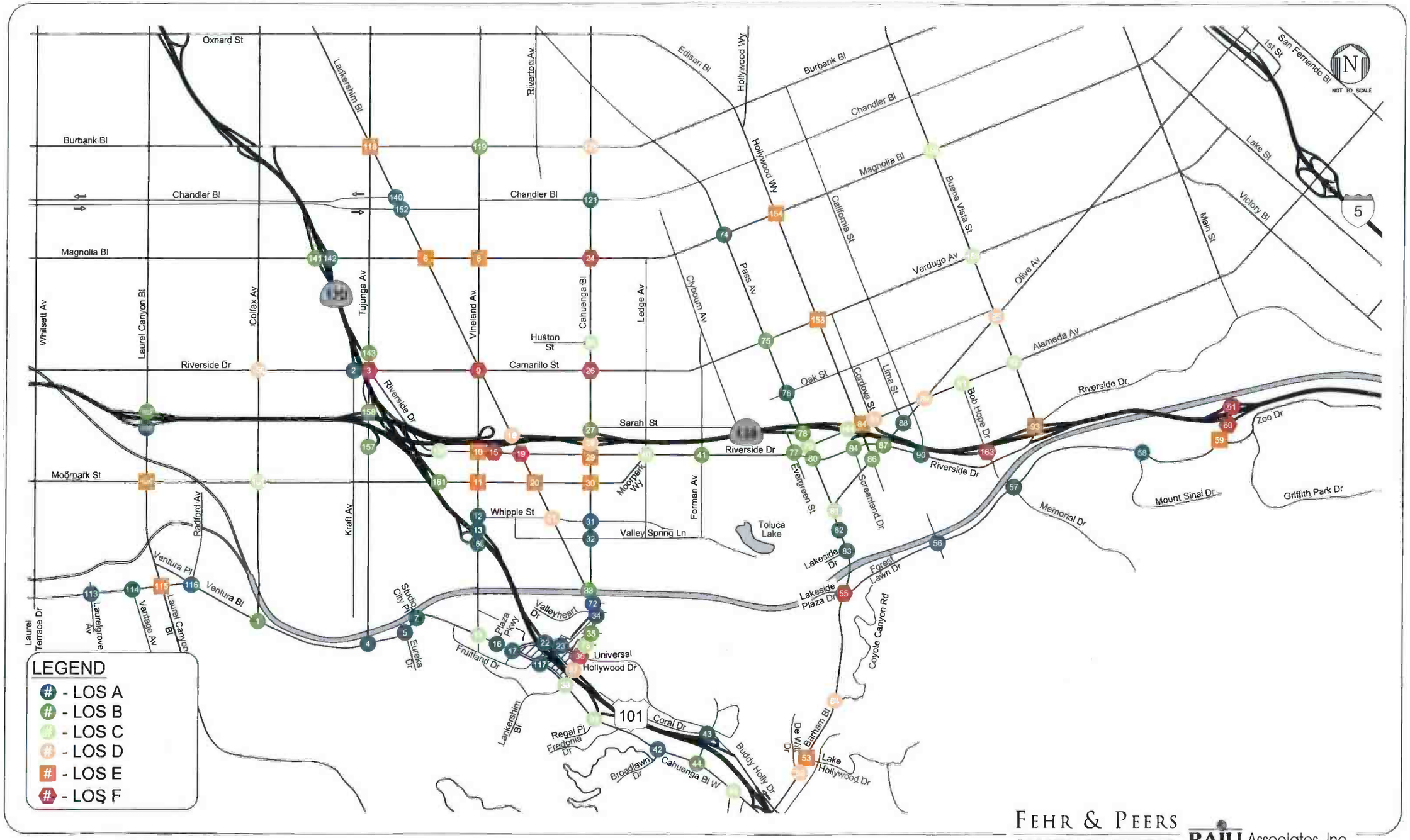

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FIGURE 75 B
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION B (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - A.M. PEAK HOUR

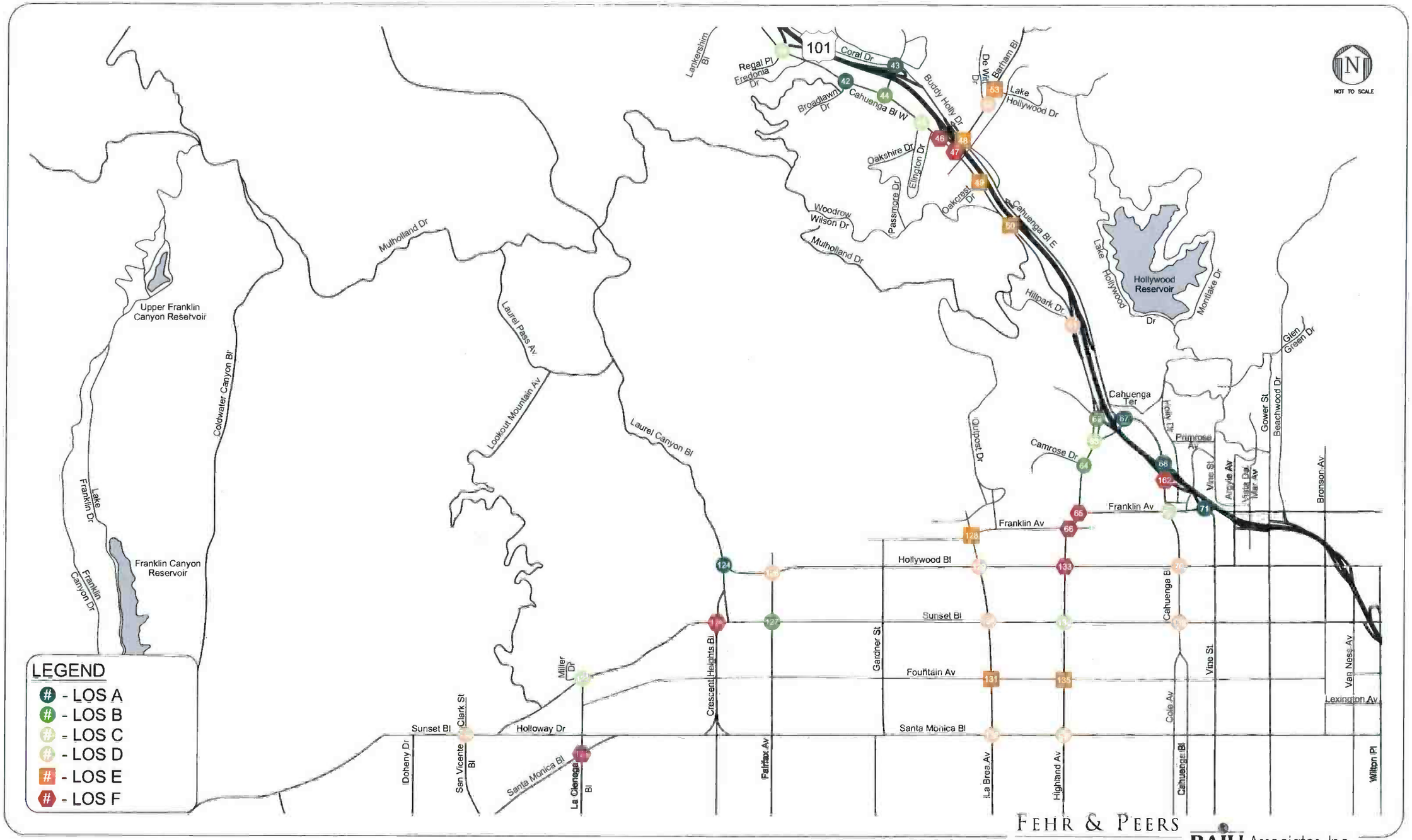

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FIGURE 75 C
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION B (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - A.M. PEAK HOUR

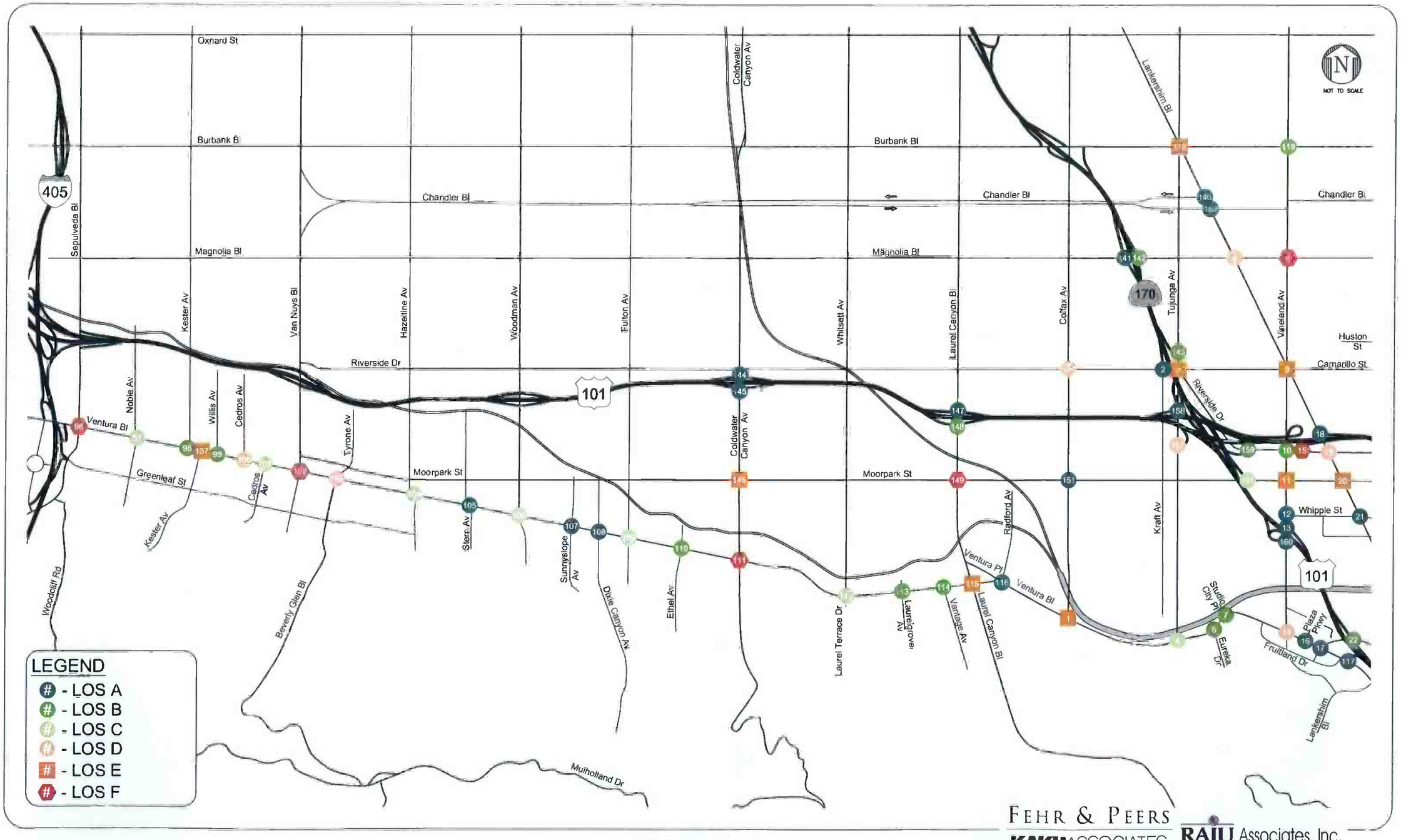

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FIGURE 76 A
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION B (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - P.M. PEAK HOUR

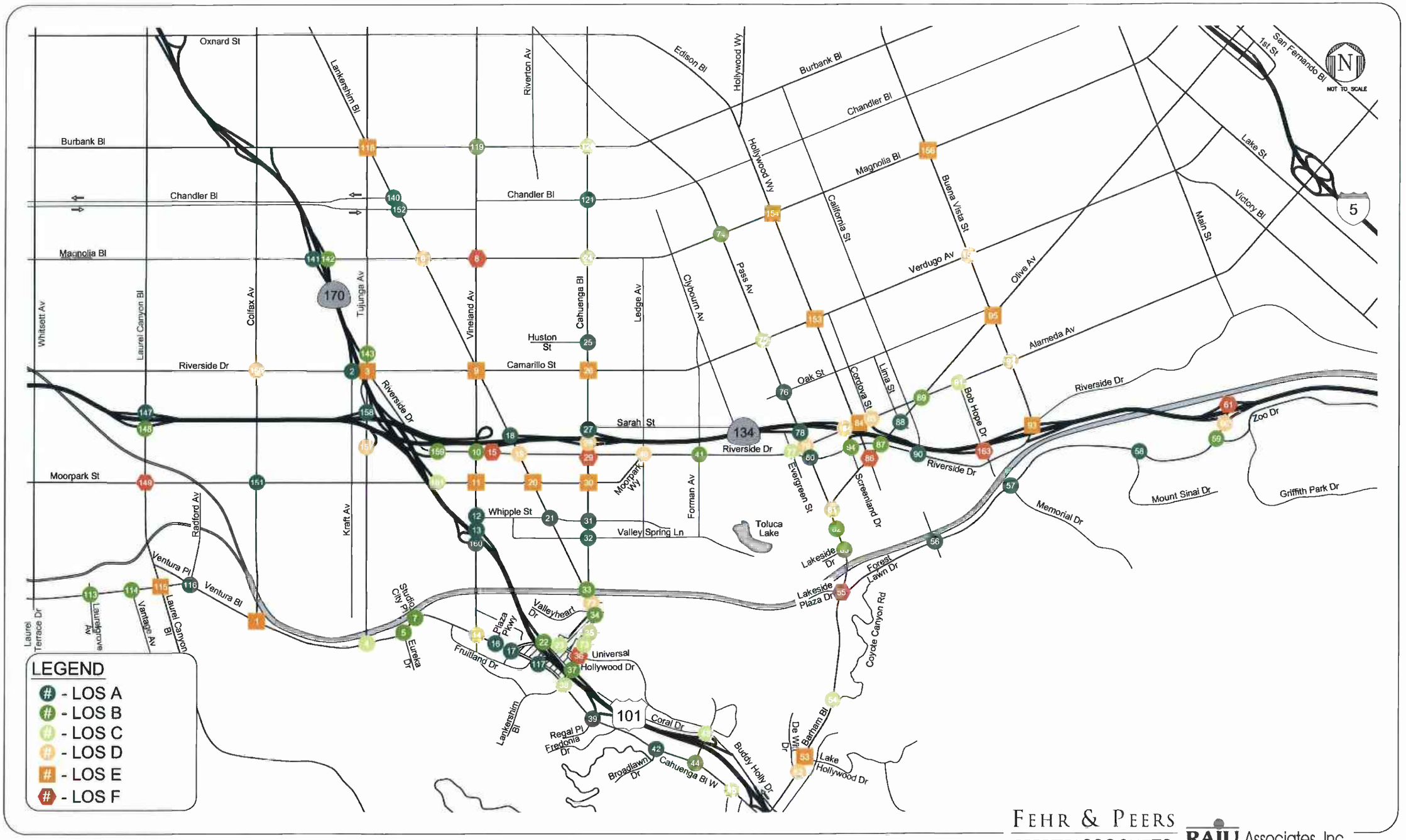

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FIGURE 76 B
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION B (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - P.M. PEAK HOUR

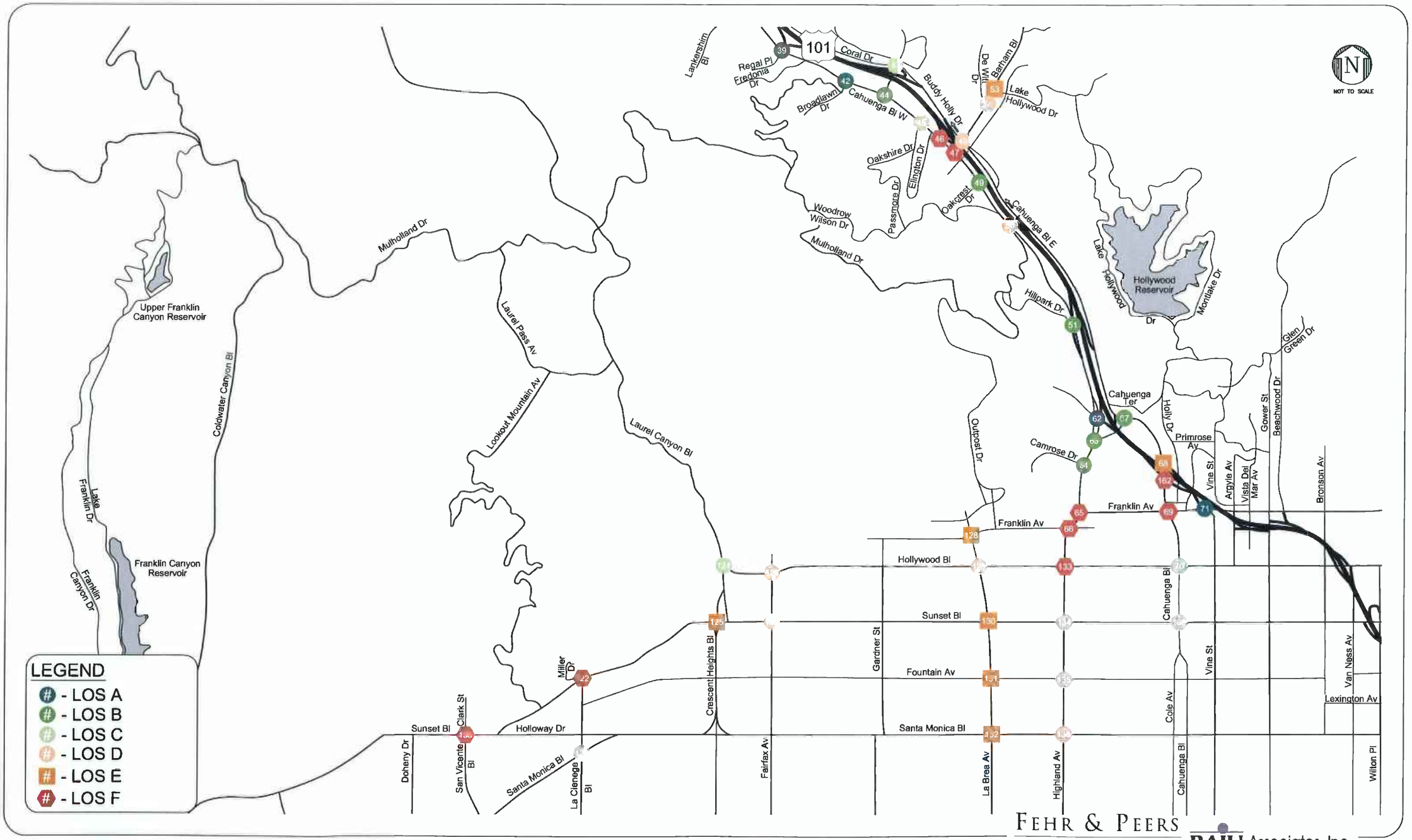

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FIGURE 76 C
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION B (YEAR 2015)
INTERSECTION LEVEL OF SERVICE - P.M. PEAK HOUR

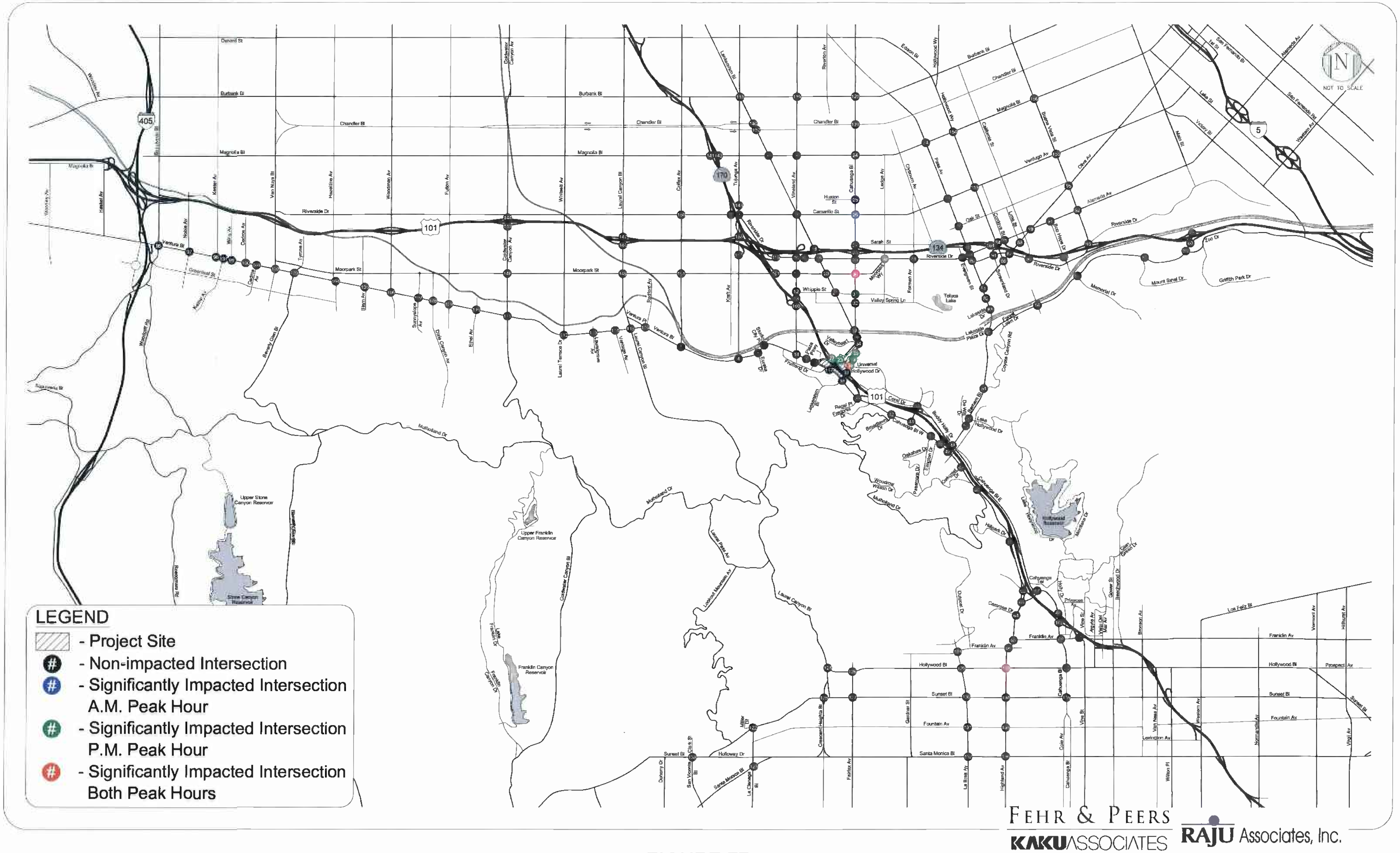

FIGURE 77
RESIDUAL SIGNIFICANT INTERSECTION IMPACTS - OPTION A (YEAR 2015)

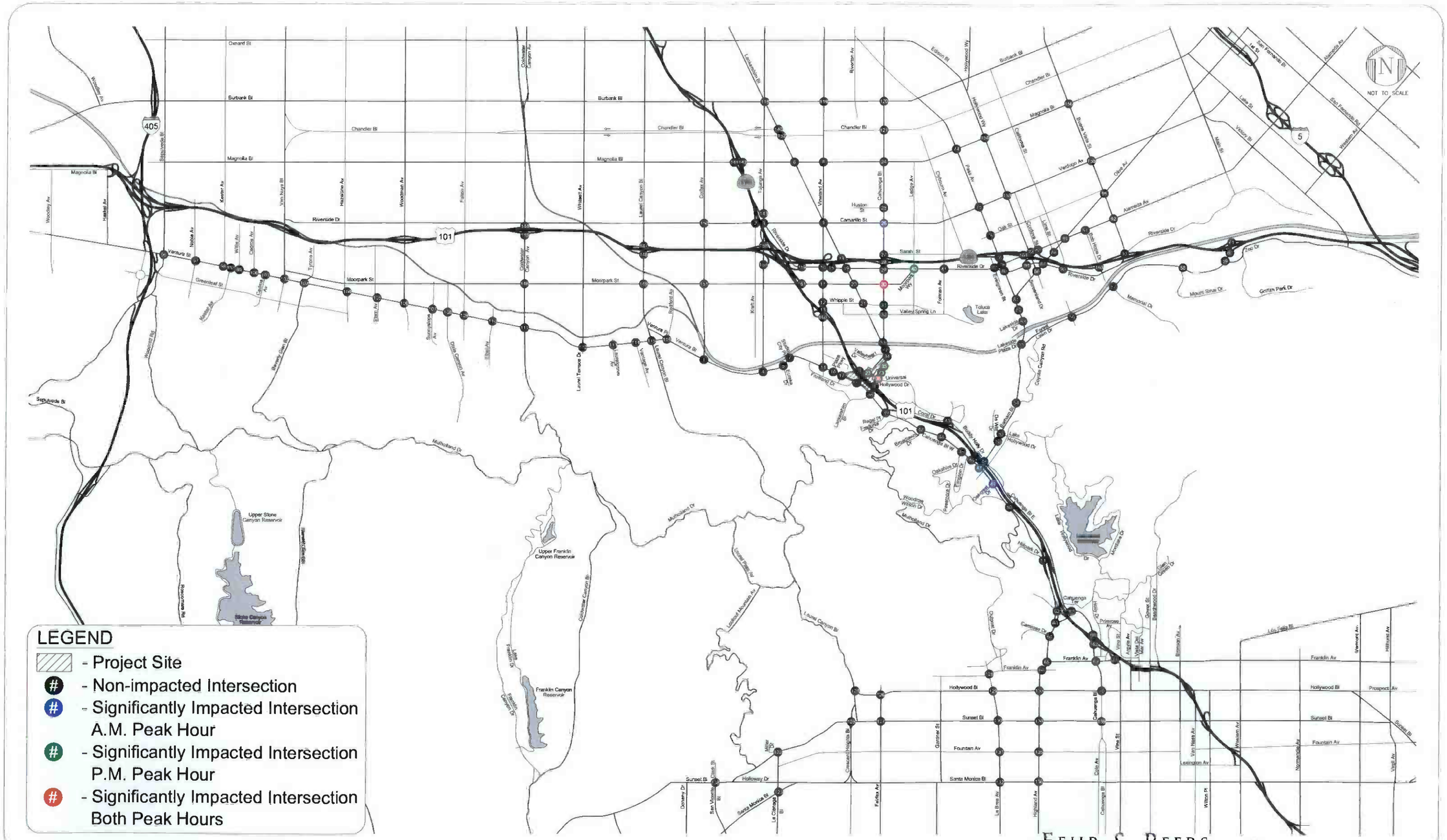

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FIGURE 78
RESIDUAL SIGNIFICANT INTERSECTION IMPACTS - OPTION B (YEAR 2015)

TABLE 27
PROPOSED PROJECT TDM PROGRAM - OPTION A (12%)

TRIPS - AFTERNOON PEAK HOUR	TARGET		FULL PROJECT [a]
	Office	Studio	
FULL PROJECT	**1,440**	**438**	**1,878**

STRATEGY	TARGET		FULL PROJECT [a]
	Office	Studio	
Transit Proximity			
Percentage Trips increase in Transit [1]	7.8%	3.9%	
Increase in Transit Trips	135	20	155
Reduction in Vehicular Trips [2]	113	17	130
Net Project Trips	1,327	421	1,748
Bicycle-Oriented Infrastructure			
Percentage Trips shift to Bicycle mode	0.5%	0.0%	
Reduction in Vehicular Trips	7	0	7
Net Project Trips	1,320	421	1,741
Pedestrian-Oriented Infrastructure			
Percentage Trips shift to Pedestrian mode	1.0%	0.0%	
Reduction in Vehicular Trips	13	0	13
Net Project Trips	1,307	421	1,728
Flextime / Alternative Work Week			
Percentage Trips shift to Flextime	4.0%	4.0%	
Reduction in Vehicular Trips in Peak Hours	52	17	69
Net Project Trips	1,255	404	1,659
Telecommute			
Percentage Trips shift to Telecommute	2.0%	0.0%	
Reduction in Vehicular Trips	25	0	25
Net Project Trips	1,230	404	1,634
Rideshare / Carpool - Includes carpool support, priority parking, and on-Project Flexcars			
Percentage Trip shift to Rideshare	2.5%	1.5%	
Reduction in Vehicular Trips [3]	15	3	18
Net Project Trips	1,215	401	1,616
TOTAL TRIP REDUCTION	**225**	**37**	**262**
TRIP REDUCTION PERCENTAGE	**15.6%**	**8.4%**	**14.0%**
FINAL - NET PROJECT TRIPS [a]	**1,215**	**401**	**1,616**

Notes:

[a] Trip estimates do not include the 25,000 sf retail component on Site A.

[1] Primary Commute Mode as Transit - Station Area Office Workers, Los Angeles Red Line Hollywood/Highland Station.
Source: Travel characteristics of Transit-Oriented Development in California, H.M. Lund, R. Cervero, R.W. Willson, January 2004.

[2] Assumes an AVO of 1.20.

[3] Assumes an AVO of 2.0 for carpools.

TABLE 28
PROPOSED PROJECT TDM PROGRAM - OPTION B (12%)

TRIPS - AFTERNOON PEAK HOUR	TARGET				FULL PROJECT [a]
	Office	Studio	Residential	Hotel	
FULL PROJECT	813	438	208	210	1,669

STRATEGY	TARGET				FULL PROJECT [a]
	Office	Studio	Residential	Hotel	
Transit Proximity					
Percentage Trips increase in Transit [1]	7.8%	3.9%	8.2%	3.5%	
Increase in Transit Trips	76	20	20	9	125
Reduction in Vehicular Trips [2]	63	17	17	8	105
Net Project Trips	750	421	191	202	1,564
Bicycle-Oriented Infrastructure					
Percentage Trips shift to Bicycle mode	0.5%	0.0%	2.4%	0.0%	
Reduction in Vehicular Trips	4	0	5	0	9
Net Project Trips	746	421	186	202	1,555
Pedestrian-Oriented Infrastructure					
Percentage Trips shift to Pedestrian mode	1.0%	0.0%	1.0%	1.0%	
Reduction in Vehicular Trips	7	0	2	2	11
Net Project Trips	739	421	184	200	1,544
Flextime / Alternative Work Week					
Percentage Trips shift to Flextime	4.0%	4.0%	0.0%	0.0%	
Reduction in Vehicular Trips in Peak Hours	30	17	0	0	47
Net Project Trips	709	404	184	200	1,497
Telecommute					
Percentage Trips shift to Telecommute	2.0%	0.0%	1.0%	0.0%	
Reduction in Vehicular Trips	14	0	2	0	16
Net Project Trips	695	404	182	200	1,481
Rideshare / Carpool - Includes carpool support, priority parking, and on-Project Flexcars					
Percentage Trip shift to Rideshare	2.5%	1.5%	3.5%	1.5%	
Reduction in Vehicular Trips [3]	9	3	3	2	17
Net Project Trips	686	401	179	198	1,464
TOTAL TRIP REDUCTION	**127**	**37**	**29**	**12**	**205**
TRIP REDUCTION PERCENTAGE	**15.6%**	**8.4%**	**13.9%**	**5.7%**	**12.3%**
FINAL - NET PROJECT TRIPS [a]	**686**	**401**	**179**	**198**	**1,464**

Notes:

[a] Trip estimates do not include the 25,000 sf retail component on Site A.

[1] Primary Commute Mode as Transit - Station Area Residents. The analysis is conservative in that it takes 8.2% (noted for Non-work trips) as compared to 26.5% (noted for Commute tri
Source: Travel characteristics of Transit-Oriented Development in California, H.M. Lund, R. Cervero, R.W. Willson, January 2004.

TABLE 29
FUTURE CONDITIONS - OPTION A (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project - Option A				Future with Project with Mitigation - Option A			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
1.	[a]	Colfax Avenue & Ventura Boulevard	A.M. P.M.	0.632 0.905	B E	0.659 0.934	B E	0.027 0.029	NO YES	0.636 0.911	B E	0.004 0.006	NO NO
2.	[a]	Kraft Avenue/SR 170 SB Off-Ramp & Riverside Drive	A.M. P.M.	0.513 0.526	A A	0.554 0.529	A A	0.041 0.003	NO NO	0.509 0.514	A A	-0.004 -0.012	NO NO
3.	[a]	Tujunga Avenue & Riverside Drive/Camarillo Street	A.M. P.M.	1.011 0.939	F E	1.041 0.944	F E	0.030 0.005	YES NO	0.998 0.916	E E	-0.013 -0.023	NO NO
4.	[a]	Tujunga Avenue & Ventura Boulevard	A.M. P.M.	0.554 0.743	A C	0.579 0.777	A C	0.025 0.034	NO NO	0.558 0.754	A C	0.004 0.011	NO NO
5.	[a]	Eureka Drive & Ventura Boulevard	A.M. P.M.	0.531 0.599	A A	0.563 0.632	A B	0.032 0.033	NO NO	0.541 0.609	A B	0.010 0.010	NO NO
6.	[a]	Lankershim Boulevard & Magnolia Boulevard	A.M. P.M.	0.980 0.885	E D	0.993 0.889	E D	0.013 0.004	YES NO	0.989 0.887	E D	0.009 0.002	NO NO
7.	[a]	Studio City Place & Ventura Boulevard	A.M. P.M.	0.471 0.611	A B	0.502 0.647	A B	0.031 0.036	NO NO	0.481 0.624	A B	0.010 0.013	NO NO
8.	[a]	Vineland Avenue & Magnolia Boulevard	A.M. P.M.	0.913 1.076	E F	0.915 1.086	E F	0.002 0.010	NO YES	0.915 1.085	E F	0.002 0.009	NO NO
9.	[a]	Vineland Avenue/Lankershim Boulevard & Camarillo Street	A.M. P.M.	1.124 0.962	F E	1.159 0.968	F E	0.035 0.006	YES NO	1.107 0.931	F E	-0.017 -0.031	NO NO
10.	[a]	Vineland Avenue & Riverside Drive	A.M. P.M.	0.997 0.701	E C	1.041 0.705	F C	0.044 0.004	YES NO	0.931 0.663	E B	-0.066 -0.038	NO NO
11.	[a]	Vineland Avenue & Moorpark Street	A.M. P.M.	0.962 0.940	E E	0.971 0.956	E E	0.009 0.016	NO YES	0.959 0.943	E E	-0.003 0.003	NO NO
12.	[a]	Vineland Avenue & Whipple Street	A.M. P.M.	0.455 0.399	A A	0.457 0.403	A A	0.002 0.004	NO NO	0.456 0.403	A A	0.001 0.004	NO NO
13.	[a]	Vineland Avenue & US 101 NB Off-Ramp	A.M. P.M.	0.363 0.349	A A	0.366 0.361	A A	0.003 0.012	NO NO	0.365 0.360	A A	0.002 0.011	NO NO
14.	[a]	Vineland Avenue & Ventura Boulevard	A.M. P.M.	0.794 0.897	C D	0.904 0.956	E E	0.110 0.059	YES YES	0.779 0.898	C D	-0.015 0.001	NO NO
15.	[b]	SR 134 EB On-Ramp e/o Vineland Avenue & Riverside Drive	A.M. P.M. A.M. P.M.	** 63.6 1.064 1.004	F F F F	** 64.9 1.064 1.007	F F F F	 0.000 0.003	 NO NO	** 64.6 1.064 1.006	F F F F	 0.000 0.002	 NO NO
16.	[a]	Plaza Parkway & Ventura Boulevard	A.M. P.M.	0.625 0.455	B A	0.721 0.491	C A	0.096 0.036	YES NO	0.613 0.468	B A	-0.012 0.013	NO NO
17.	[a]	Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard	A.M. P.M.	0.493 0.504	A A	0.529 0.550	A A	0.036 0.046	NO NO	0.504 0.523	A A	0.011 0.019	NO NO
18.	[a]	Lankershim Boulevard & SR 134 WB Off-Ramp	A.M. P.M.	0.851 0.526	D A	0.898 0.557	D A	0.047 0.031	YES NO	0.848 0.543	D A	-0.003 0.017	NO NO
19.	[a]	Lankershim Boulevard & Riverside Drive	A.M. P.M.	1.115 0.925	F E	1.207 0.956	F E	0.092 0.031	YES YES	1.066 0.889	F D	-0.049 -0.036	NO NO
20.	[a]	Lankershim Boulevard & Moorpark Street	A.M. P.M.	1.209 1.031	F F	1.308 1.063	F F	0.099 0.032	YES YES	0.972 0.993	E E	-0.237 -0.038	NO NO
21.	[a]	Lankershim Boulevard & Whipple Street	A.M. P.M.	0.857 0.415	D A	0.955 0.461	E A	0.098 0.046	YES NO	0.814 0.454	D A	-0.043 0.039	NO NO
22.	[a]	US 101 NB Ramps & Campo de Cahuenga Way	A.M. P.M.	0.134 0.568	A A	0.210 0.720	A C	0.076 0.152	NO YES	0.456 0.703	A C	0.322 0.135	NO YES

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 29 (continued)
FUTURE CONDITIONS - OPTION A (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project - Option A				Future with Project with Mitigation - Option A			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
23.	[a]	Metro Driveway &	A.M.	0.039	A	0.179	A	0.140	NO	0.313	A	0.274	NO
		Campo de Cahuenga Way	P.M.	0.397	A	0.740	C	0.343	YES	0.772	C	0.375	YES
24.	[a]	Cahuenga Boulevard &	A.M.	1.392	F	1.421	F	0.029	YES	1.045	F	-0.347	NO
		Magnolia Boulevard	P.M.	1.043	F	1.050	F	0.007	NO	0.745	C	-0.298	NO
25.	[a]	Cahuenga Boulevard &	A.M.	0.776	C	0.804	D	0.028	YES	0.800	C	0.024	NO
		Huston Street	P.M.	0.488	A	0.497	A	0.009	NO	0.496	A	0.008	NO
26.	[a]	Cahuenga Boulevard &	A.M.	1.198	F	1.228	F	0.030	YES	1.214	F	0.016	YES
		Camarillo Street	P.M.	0.906	E	0.915	E	0.009	NO	0.905	E	-0.001	NO
27.	[a]	Cahuenga Boulevard &	A.M.	0.581	A	0.716	C	0.135	YES	0.700	B	0.119	NO
		SR 134 WB Off-Ramp	P.M.	0.454	A	0.472	A	0.018	NO	0.470	A	0.016	NO
28.	[a]	Cahuenga Boulevard &	A.M.	0.904	E	0.925	E	0.021	YES	0.781	C	-0.123	NO
		SR 134 EB Ramps	P.M.	0.868	D	0.988	E	0.120	YES	0.887	D	0.019	NO
29.	[a]	Cahuenga Boulevard &	A.M.	0.947	E	1.030	F	0.083	YES	0.953	E	0.006	NO
		Riverside Drive	P.M.	1.059	F	1.145	F	0.086	YES	1.036	F	-0.023	NO
30.	[a]	Cahuenga Boulevard &	A.M.	0.863	D	1.042	F	0.179	YES	0.955	E	0.092	YES
		Moorpark Street	P.M.	0.869	D	1.043	F	0.174	YES	1.016	F	0.147	YES
31.	[a]	Cahuenga Boulevard &	A.M.	0.500	A	0.625	B	0.125	NO	0.556	A	0.056	NO
		Whipple Street	P.M.	0.390	A	0.559	A	0.169	NO	0.541	A	0.151	NO
32.	[c], [d]	Cahuenga Boulevard &	A.M.	74.0	F	**	F			-	N/A		
		Valley Spring Lane	P.M.	76.0	F	**	F			-	N/A		
			A.M.	0.687	B	0.845	D	0.158	YES	0.509	A	-0.178	NO
			P.M.	0.615	B	0.834	D	0.219	YES	0.550	A	-0.065	NO
33.	[a]	Lankershim Boulevard &	A.M.	0.668	B	0.817	D	0.149	YES	0.677	B	0.009	NO
		Cahuenga Boulevard	P.M.	0.477	A	0.667	B	0.190	NO	0.648	B	0.171	NO
34.	[a]	Lankershim Boulevard &	A.M.	0.487	A	0.651	B	0.164	NO	0.516	A	0.029	NO
		Valleyheart Drive/James Stewart Avenue	P.M.	0.560	A	0.856	D	0.296	YES	0.691	B	0.131	NO
35.	[a]	Lankershim Boulevard &	A.M.	0.665	B	0.829	D	0.164	YES	0.704	C	0.039	NO
		Main Street	P.M.	0.680	B	0.917	E	0.237	YES	0.787	C	0.107	YES
36.	[a]	Lankershim Boulevard &	A.M.	0.973	E	1.039	F	0.066	YES	1.014	F	0.041	YES
		Campo de Cahuenga Way/Universal Hollywood Drive	P.M.	0.952	E	1.272	F	0.320	YES	1.111	F	0.159	YES
37.	[a]	Lankershim Boulevard &	A.M.	0.822	D	0.910	E	0.088	YES	0.804	D	-0.018	NO
		US 101 NB Off-Ramp	P.M.	0.619	B	0.702	C	0.083	YES	0.606	B	-0.013	NO
38.	[a], [e]	Lankershim Boulevard &	A.M.	0.825	D	0.859	D	0.034	YES	0.786	C	-0.039	NO
		Ventura Boulevard/Cahuenga Boulevard	P.M.	0.733	C	0.794	C	0.061	YES	0.732	C	-0.001	NO
39.	[a]	US 101 SB Ramps/Regal Place &	A.M.	0.739	C	0.773	C	0.034	NO	0.749	C	0.010	NO
		Cahuenga Boulevard	P.M.	0.665	B	0.686	B	0.021	NO	0.579	A	-0.086	NO
40.	[a]	Ledge Avenue/Moorpark Way &	A.M.	0.793	C	0.919	E	0.126	YES	0.760	C	-0.033	NO
		Riverside Drive	P.M.	0.783	C	0.911	E	0.128	YES	0.819	D	0.036	YES
41.	[a]	Forman Avenue &	A.M.	0.625	B	0.673	B	0.048	NO	0.658	B	0.033	NO
		Riverside Drive	P.M.	0.651	B	0.729	C	0.078	YES	0.685	B	0.034	NO
42.	[a]	Broadlawn Drive &	A.M.	0.575	A	0.602	B	0.027	NO	0.598	A	0.023	NO
		Cahuenga Boulevard	P.M.	0.369	A	0.411	A	0.042	NO	0.405	A	0.036	NO
43.	[a]	Universal Center Drive/Universal Studios Boulevard &	A.M.	0.393	A	0.402	A	0.009	NO	0.402	A	0.009	NO
		Coral Drive/Buddy Holly Drive	P.M.	0.754	C	0.757	C	0.003	NO	0.757	C	0.003	NO
44.	[a]	Universal Studios Boulevard &	A.M.	0.661	B	0.678	B	0.017	NO	0.675	B	0.014	NO
		Cahuenga Boulevard	P.M.	0.648	B	0.677	B	0.029	NO	0.672	B	0.024	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis
[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
[d] Intersection is signalized as part of Project mitigation.
[e] Denotes CMP arterial monitoring station.
** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 29 (continued)
FUTURE CONDITIONS - OPTION A (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project - Option A				Future with Project with Mitigation - Option A			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
45.	[a]	Oakshire Drive & Cahuenga Boulevard	A.M. P.M.	0.695 0.689	B B	0.717 0.715	C C	0.022 0.026	NO NO	0.713 0.710	C C	0.018 0.021	NO NO
46.	[a]	US 101 SB Ramps w/o Barham Boulevard/Cahuenga Boulevard & Cahuenga Boulevard	A.M. P.M.	1.157 1.240	F F	1.168 1.243	F F	0.011 0.003	YES NO	1.166 1.240	F F	0.009 0.000	NO NO
47.	[a]	Barham Boulevard & Cahuenga Boulevard	A.M. P.M.	0.993 1.151	E F	1.003 1.169	F F	0.010 0.018	YES YES	1.002 1.016	F F	0.009 -0.135	NO NO
48.	[a]	Barham Boulevard & Buddy Holly Drive/Cahuenga Boulevard	A.M. P.M.	0.942 0.846	E D	0.943 0.854	E D	0.001 0.008	NO NO	0.942 0.853	E D	0.000 0.007	NO NO
49.	[a]	Oakcrest Drive & Cahuenga Boulevard	A.M. P.M.	0.899 0.618	D B	0.908 0.628	E B	0.009 0.010	NO NO	0.908 0.626	E B	0.009 0.008	NO NO
50.	[a]	Mulholland Drive & Cahuenga Boulevard	A.M. P.M.	0.950 0.884	E D	0.961 0.898	E D	0.011 0.014	YES NO	0.959 0.896	E D	0.009 0.012	NO NO
51.	[a]	Cahuenga Boulevard & Hillpark Drive	A.M. P.M.	0.794 0.629	C B	0.803 0.630	D B	0.009 0.001	NO NO	0.801 0.630	D B	0.007 0.001	NO NO
52.	[a]	Barham Boulevard & De Witt Drive	A.M. P.M.	0.893 0.816	D D	0.902 0.829	E D	0.009 0.013	NO NO	0.900 0.827	D D	0.007 0.011	NO NO
53.	[a]	Barham Boulevard & Lake Hollywood Drive	A.M. P.M.	0.979 0.955	E E	0.982 0.960	E E	0.003 0.005	NO NO	0.982 0.960	E E	0.003 0.005	NO NO
54.	[a]	Barham Boulevard & Coyote Canyon Road	A.M. P.M.	0.885 0.778	D C	0.890 0.781	D C	0.005 0.003	NO NO	0.889 0.780	D C	0.004 0.002	NO NO
55.	[a]	Barham Boulevard & Lakeside Plaza Drive/Forest Lawn Drive	A.M. P.M.	1.268 1.085	F F	1.272 1.089	F F	0.004 0.004	NO NO	1.272 1.089	F F	0.004 0.004	NO NO
56.	[a]	Warner Brothers Studios Gate 7/Gate 8 & Forest Lawn Drive	A.M. P.M.	0.572 0.428	A A	0.572 0.428	A A	0.000 0.000	NO NO	0.572 0.428	A A	0.000 0.000	NO NO
57.	[a]	Memorial Drive & Forest Lawn Drive	A.M. P.M.	0.429 0.453	A A	0.429 0.453	A A	0.000 0.000	NO NO	0.429 0.453	A A	0.000 0.000	NO NO
58.	[a]	Mount Senai Drive & Forest Lawn Drive	A.M. P.M.	0.439 0.380	A A	0.439 0.380	A A	0.000 0.000	NO NO	0.439 0.380	A A	0.000 0.000	NO NO
59.	[a]	Forest Lawn Drive & Zoo Drive	A.M. P.M.	0.965 0.685	E B	0.965 0.685	E B	0.000 0.000	NO NO	0.965 0.685	E B	0.000 0.000	NO NO
60.	[c]	Forest Lawn Drive & SR 134 EB Ramps	A.M. P.M.	75.5 25.3	F D	75.5 25.3	F D			75.5 25.3	F D		
			A.M. P.M.	1.343 0.808	F D	1.343 0.808	F D	0.000 0.000	NO NO	1.343 0.808	F D	0.000 0.000	NO NO
61.	[c]	Forest Lawn Drive & SR 134 WB Ramps	A.M. P.M.	** **	F F	** **	F F			** **	F F		
			A.M. P.M.	0.758 0.433	C A	0.758 0.434	C A	0.000 0.001	NO NO	0.758 0.434	C A	0.000 0.001	NO NO
62.	[a]	Cahuenga Boulevard/Highland Avenue & Pat Moore Way/US 101 On-Ramps	A.M. P.M.	0.631 0.529	B A	0.639 0.545	B A	0.008 0.016	NO NO	0.639 0.543	B A	0.008 0.014	NO NO
63.	[a]	Highland Avenue & Odin Street	A.M. P.M.	0.748 0.599	C A	0.754 0.614	C B	0.006 0.015	NO NO	0.753 0.612	C B	0.005 0.013	NO NO
64.	[a]	Highland Avenue & Camrose Drive	A.M. P.M.	0.655 0.595	B A	0.659 0.601	B B	0.004 0.006	NO NO	0.659 0.600	B A	0.004 0.005	NO NO
65.	[a], [f]	Highland Avenue & Franklin Avenue	A.M. P.M.	- -	F F	- -	F F	0.006 0.007	NO NO	- -	F F	0.005 0.006	NO NO
66.	[a], [f]	Highland Avenue & Franklin Place/Franklin Avenue	A.M. P.M.	- -	F F	- -	F F	0.011 0.012	YES YES	- -	F F	0.001 -0.001	NO NO

Notes:

[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[f] LOS based on field observations. LOS has not been calculated based on the Metro Universal Transportation Model.

** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 29 (continued)
FUTURE CONDITIONS - OPTION A (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project - Option A				Future with Project with Mitigation - Option A			
			V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
67. [a]	Odin Street &	A.M.	0.454	A	0.459	A	0.005	NO	0.457	A	0.003	NO
	Cahuenga Boulevard	P.M.	0.684	B	0.686	B	0.002	NO	0.686	B	0.002	NO
68. [a]	Cahuenga Boulevard &	A.M.	0.544	A	0.548	A	0.004	NO	0.548	A	0.004	NO
	US 101 NB Off-Ramp	P.M.	0.942	E	0.944	E	0.002	NO	0.944	E	0.002	NO
69. [a]	Cahuenga Boulevard &	A.M.	0.773	C	0.775	C	0.002	NO	0.775	C	0.002	NO
	Franklin Avenue	P.M.	1.252	F	1.254	F	0.002	NO	1.253	F	0.001	NO
70. [a]	Cahuenga Boulevard &	A.M.	0.819	D	0.819	D	0.000	NO	0.819	D	0.000	NO
	Hollywood Boulevard	P.M.	0.720	C	0.723	C	0.003	NO	0.722	C	0.002	NO
71. [a]	Vine Street &	A.M.	0.497	A	0.503	A	0.006	NO	0.503	A	0.006	NO
	Franklin Avenue/US 101 SB Off-Ramp	P.M.	0.500	A	0.502	A	0.002	NO	0.502	A	0.002	NO
72. [c], [d]	Lankershim Boulevard &	A.M.	43.2	E	63.1	F			-	N/A		
	Muddy Waters Drive	P.M.	68.8	F	**	F			-	N/A		
		A.M.	0.682	B	0.809	D	0.127	YES	0.541	A	-0.141	NO
		P.M.	0.895	D	1.033	F	0.138	YES	0.814	D	-0.081	NO
73. [c]	Lankershim Boulevard &	A.M.	13.8	B	14.4	B			15.1	C		
	Jimi Hendrix Drive	P.M.	17.6	C	19.9	C			20.2	C		
		A.M.	0.783	C	0.848	D	0.065	YES	0.750	C	-0.033	NO
		P.M.	0.684	B	0.760	C	0.076	YES	0.768	C	0.083	YES
74.	Pass Avenue &	A.M.	0.537	A	0.538	A	0.001	NO	0.538	A	0.001	NO
	Magnolia Boulevard	P.M.	0.604	B	0.607	B	0.003	NO	0.606	B	0.002	NO
75.	Pass Avenue &	A.M.	0.629	B	0.649	B	0.020	NO	0.646	B	0.017	NO
	Verdugo Lane	P.M.	0.730	C	0.740	C	0.010	NO	0.739	C	0.009	NO
76.	Pass Avenue &	A.M.	0.430	A	0.434	A	0.004	NO	0.433	A	0.003	NO
	Oak Street	P.M.	0.487	A	0.495	A	0.008	NO	0.494	A	0.007	NO
77. [g]	Evergreen Street/Riverside Drive &	A.M.	0.668	B	0.681	B	0.013	NO	0.680	B	0.012	NO
	Alameda Avenue	P.M.	0.701	C	0.733	C	0.032	NO	0.731	C	0.030	NO
78.	Pass Avenue &	A.M.	0.623	B	0.626	B	0.003	NO	0.625	B	0.002	NO
	SR 134 EB Off-Ramp	P.M.	0.583	A	0.588	A	0.005	NO	0.588	A	0.005	NO
79. [g]	Pass Avenue &	A.M.	0.752	C	0.766	C	0.014	NO	0.735	C	-0.017	NO
	Alameda Avenue	P.M.	0.856	D	0.883	D	0.027	YES	0.850	D	-0.006	NO
80. [g]	Pass Avenue &	A.M.	0.622	B	0.631	B	0.009	NO	0.631	B	0.009	NO
	Riverside Drive	P.M.	0.490	A	0.504	A	0.014	NO	0.504	A	0.014	NO
81. [g]	Olive Avenue &	A.M.	0.780	C	0.784	C	0.004	NO	0.784	C	0.004	NO
	Pass Avenue	P.M.	0.888	D	0.892	D	0.004	NO	0.892	D	0.004	NO
82. [g]	Olive Avenue &	A.M.	0.553	A	0.555	A	0.002	NO	0.555	A	0.002	NO
	Warner Brothers Studios Gate 2/Gate 3	P.M.	0.678	B	0.680	B	0.002	NO	0.680	B	0.002	NO
83. [g]	Olive Avenue &	A.M.	0.584	A	0.585	A	0.001	NO	0.585	A	0.001	NO
	Warner Brothers Studios Gate 1/Lakeside Drive	P.M.	0.685	B	0.687	B	0.002	NO	0.687	B	0.002	NO
84. [g]	Hollywood Way &	A.M.	1.014	F	1.024	F	0.010	YES	1.023	F	0.009	NO
	Alameda Avenue	P.M.	0.931	E	0.938	E	0.007	NO	0.937	E	0.006	NO
85. [g]	Cordova Street/SR 134 WB Off-Ramp &	A.M.	0.876	D	0.883	D	0.007	NO	0.852	D	-0.024	NO
	Alameda Avenue	P.M.	0.837	D	0.866	D	0.029	YES	0.834	D	-0.003	NO
86. [g]	Hollywood Way &	A.M.	0.689	B	0.692	B	0.003	NO	0.690	B	0.001	NO
	Olive Avenue	P.M.	0.995	E	1.006	F	0.011	YES	1.004	F	0.009	NO
87. [g]	Olive Avenue &	A.M.	0.697	B	0.698	B	0.001	NO	0.698	B	0.001	NO
	Riverside Drive	P.M.	0.621	B	0.622	B	0.001	NO	0.622	B	0.001	NO
88. [g]	Lima Street &	A.M.	0.365	A	0.367	A	0.002	NO	0.367	A	0.002	NO
	Olive Avenue	P.M.	0.371	A	0.373	A	0.002	NO	0.373	A	0.002	NO

Notes:

[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[d] Intersection is signalized as part of Project mitigation.

[g] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 29 (continued)
FUTURE CONDITIONS - OPTION A (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project - Option A				Future with Project with Mitigation - Option A			
			V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
89 [g]	Olive Avenue & Alameda Avenue	A.M.	0.805	D	0.816	D	0.011	NO	0.816	D	0.011	NO
		P.M.	0.642	B	0.666	B	0.024	NO	0.664	B	0.022	NO
90	California Street & Riverside Drive	A.M.	0.437	A	0.438	A	0.001	NO	0.437	A	0.000	NO
		P.M.	0.506	A	0.508	A	0.002	NO	0.507	A	0.001	NO
91 [g]	Bob Hope Drive & Alameda Avenue	A.M.	0.707	C	0.711	C	0.004	NO	0.711	C	0.004	NO
		P.M.	0.772	C	0.790	C	0.018	NO	0.788	C	0.016	NO
92 [g]	Buena Vista Street & Alameda Avenue	A.M.	0.707	C	0.709	C	0.002	NO	0.709	C	0.002	NO
		P.M.	0.821	D	0.829	D	0.008	NO	0.829	D	0.008	NO
93	Buena Vista Street/SR 134 EB On-Ramp & Riverside Drive/SR 134 WB Ramps	A.M.	0.955	E	0.956	E	0.001	NO	0.956	E	0.001	NO
		P.M.	0.906	E	0.906	E	0.000	NO	0.906	E	0.000	NO
94 [c]	SR 134 EB On-Ramp/Screenland Drive & Riverside Drive	A.M.	11.4	B	11.6	B			11.6	B		
		P.M.	13.9	B	14.2	B			14.2	B		
		A.M.	0.722	C	0.722	C	0.000	NO	0.722	C	0.000	NO
		P.M.	0.722	C	0.723	C	0.001	NO	0.723	C	0.001	NO
95 [g]	Buena Vista Street & Olive Avenue	A.M.	0.875	D	0.875	D	0.000	NO	0.875	D	0.000	NO
		P.M.	0.920	E	0.921	E	0.001	NO	0.921	E	0.001	NO
96 [a], [e]	Sepulveda Boulevard & Ventura Boulevard	A.M.	1.150	F	1.151	F	0.001	NO	1.137	F	-0.013	NO
		P.M.	1.362	F	1.362	F	0.000	NO	1.362	F	0.000	NO
97 [a]	Noble Avenue & Ventura Boulevard	A.M.	0.677	B	0.685	B	0.008	NO	0.666	B	-0.011	NO
		P.M.	0.775	C	0.777	C	0.002	NO	0.759	C	-0.016	NO
98 [a]	Kester Avenue & Ventura Boulevard	A.M.	0.695	B	0.695	B	0.000	NO	0.683	B	-0.012	NO
		P.M.	0.698	B	0.704	C	0.006	NO	0.685	B	-0.013	NO
99 [a]	Willis Avenue & Ventura Boulevard	A.M.	0.512	A	0.523	A	0.011	NO	0.503	A	-0.009	NO
		P.M.	0.613	B	0.622	B	0.009	NO	0.603	B	-0.010	NO
100 [a]	Cedros Avenue (West) & Ventura Boulevard	A.M.	0.629	B	0.639	B	0.010	NO	0.619	B	-0.010	NO
		P.M.	0.831	D	0.841	D	0.010	NO	0.821	D	-0.010	NO
101 [a]	Cedros Avenue (East) & Ventura Boulevard	A.M.	0.901	E	0.912	E	0.011	YES	0.891	D	-0.010	NO
		P.M.	0.768	C	0.772	C	0.004	NO	0.752	C	-0.016	NO
102 [a]	Van Nuys Boulevard & Ventura Boulevard	A.M.	0.907	E	0.908	E	0.001	NO	0.888	D	-0.019	NO
		P.M.	1.123	F	1.134	F	0.011	YES	1.112	F	-0.011	NO
103 [a]	Tyrone Avenue/Beverly Glen Boulevard & Ventura Boulevard	A.M.	0.676	B	0.688	B	0.012	NO	0.668	B	-0.008	NO
		P.M.	0.817	D	0.819	D	0.002	NO	0.801	D	-0.016	NO
104 [a]	Hazeltine Avenue (West) & Ventura Boulevard	A.M.	0.703	C	0.703	C	0.000	NO	0.685	B	-0.018	NO
		P.M.	0.728	C	0.739	C	0.011	NO	0.719	C	-0.009	NO
105 [a]	Stern Avenue (West) & Ventura Boulevard	A.M.	0.447	A	0.448	A	0.001	NO	0.429	A	-0.018	NO
		P.M.	0.497	A	0.509	A	0.012	NO	0.489	A	-0.008	NO
106 [a], [e]	Woodman Avenue & Ventura Boulevard	A.M.	0.694	B	0.695	B	0.001	NO	0.676	B	-0.018	NO
		P.M.	0.715	C	0.728	C	0.013	NO	0.708	C	-0.007	NO
107 [a]	Sunnyslope Avenue & Ventura Boulevard	A.M.	0.476	A	0.491	A	0.015	NO	0.471	A	-0.005	NO
		P.M.	0.510	A	0.523	A	0.013	NO	0.503	A	-0.007	NO
108 [a]	Dixie Canyon Avenue & Ventura Boulevard	A.M.	0.485	A	0.500	A	0.015	NO	0.480	A	-0.005	NO
		P.M.	0.589	A	0.602	B	0.013	NO	0.582	A	-0.007	NO
109 [a]	Fulton Avenue & Ventura Boulevard	A.M.	0.661	B	0.676	B	0.015	NO	0.656	B	-0.005	NO
		P.M.	0.754	C	0.769	C	0.015	NO	0.749	C	-0.005	NO
110 [a]	Valley Vista Boulevard/Ethel Avenue & Ventura Boulevard	A.M.	0.591	A	0.609	B	0.018	NO	0.589	A	-0.003	NO
		P.M.	0.622	B	0.637	B	0.015	NO	0.617	B	-0.005	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
[e] Denotes CMP arterial monitoring station.
[g] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

TABLE 29 (continued)
FUTURE CONDITIONS - OPTION A (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project - Option A				Future with Project with Mitigation - Option A			
			V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
111. [a]	Coldwater Canyon Avenue & Ventura Boulevard	A.M. P.M.	0.971 1.290	E F	0.990 1.309	E F	0.019 0.019	YES YES	0.968 1.286	E F	-0.003 -0.004	NO NO
112. [a]	Whitsett Avenue/Laurel Terrace Drive & Ventura Boulevard	A.M. P.M.	0.608 0.798	B C	0.631 0.822	B D	0.023 0.024	NO YES	0.608 0.799	B C	0.000 0.001	NO NO
113. [a]	Laurelgrove Avenue & Ventura Boulevard	A.M. P.M.	0.495 0.673	A B	0.517 0.697	A B	0.022 0.024	NO NO	0.496 0.676	A B	0.001 0.003	NO NO
114. [a]	Vantage Avenue & Ventura Boulevard	A.M. P.M.	0.549 0.637	A B	0.573 0.661	A B	0.024 0.024	NO NO	0.551 0.640	A B	0.002 0.003	NO NO
115. [a], [e]	Laurel Canyon Boulevard & Ventura Boulevard	A.M. P.M.	0.926 0.991	E E	0.951 1.017	E F	0.025 0.026	YES YES	0.928 0.994	E E	0.002 0.003	NO NO
116. [a]	Radford Avenue/Ventura Place & Ventura Boulevard	A.M. P.M.	0.520 0.593	A A	0.547 0.601	A B	0.027 0.008	NO NO	0.525 0.581	A A	0.005 -0.012	NO NO
117. [b], [d]	US 101 SB On-Ramp n/o Lankershim Boulevard & Ventura Boulevard	A.M. P.M. A.M. P.M.	0.0 0.0 0.616 0.398	A A B A	0.0 0.0 0.616 0.398	A A B A	 0.000 0.000	 NO NO	- - 0.532 0.428	N/A N/A A A	 -0.084 0.030	 NO NO
118. [a]	Lankershim Boulevard/Tujunga Avenue & Burbank Boulevard	A.M. P.M.	0.910 0.916	E E	0.919 0.925	E E	0.009 0.009	NO NO	0.917 0.924	E E	0.007 0.008	NO NO
119. [a]	Vineland Avenue & Burbank Boulevard	A.M. P.M.	0.668 0.637	B B	0.679 0.647	B B	0.011 0.010	NO NO	0.677 0.645	B B	0.009 0.008	NO NO
120. [a]	Cahuenga Boulevard & Burbank Boulevard	A.M. P.M.	0.800 0.762	C C	0.819 0.774	D C	0.019 0.012	NO NO	0.817 0.773	D C	0.017 0.011	NO NO
121. [a]	Cahuenga Boulevard & Chandler Boulevard	A.M. P.M.	0.361 0.542	A A	0.375 0.555	A A	0.014 0.013	NO NO	0.373 0.554	A A	0.012 0.012	NO NO
122.	La Cienega Boulevard & Sunset Boulevard	A.M. P.M.	0.726 1.118	C F	0.727 1.121	C F	0.001 0.003	NO NO	0.727 1.121	C F	0.001 0.003	NO NO
123. [e]	La Cienega Boulevard & Santa Monica Boulevard	A.M. P.M.	1.031 0.894	F D	1.031 0.895	F D	0.000 0.001	NO NO	1.031 0.895	F D	0.000 0.001	NO NO
124. [a]	Laurel Canyon Boulevard & Hollywood Boulevard	A.M. P.M.	0.502 0.716	A C	0.508 0.716	A C	0.006 0.000	NO NO	0.507 0.716	A C	0.005 0.000	NO NO
125. [a]	Crescent Heights Boulevard & Sunset Boulevard	A.M. P.M.	1.012 0.909	F E	1.019 0.909	F E	0.007 0.000	NO NO	1.019 0.909	F E	0.007 0.000	NO NO
126. [a]	Fairfax Avenue & Hollywood Boulevard	A.M. P.M.	0.881 0.814	D D	0.884 0.814	D D	0.003 0.000	NO NO	0.883 0.814	D D	0.002 0.000	NO NO
127. [a]	Fairfax Avenue & Sunset Boulevard	A.M. P.M.	0.675 0.821	B D	0.680 0.824	B D	0.005 0.003	NO NO	0.680 0.824	B D	0.005 0.003	NO NO
128. [a], [f]	La Brea Avenue & Franklin Avenue	A.M. P.M.	- -	E E	- -	E E	0.004 0.007	NO NO	- -	E E	0.004 0.006	NO NO
129. [a]	La Brea Avenue & Hollywood Boulevard	A.M. P.M.	0.885 0.839	D D	0.896 0.845	D D	0.011 0.006	NO NO	0.895 0.844	D D	0.010 0.005	NO NO
130. [a]	La Brea Avenue & Sunset Boulevard	A.M. P.M.	0.848 0.939	D E	0.853 0.950	D E	0.005 0.011	NO YES	0.852 0.948	D E	0.004 0.009	NO NO
131.	La Brea Avenue & Fountain Avenue	A.M. P.M.	0.991 0.931	E E	0.997 0.936	E E	0.006 0.005	NO NO	0.995 0.935	E E	0.004 0.004	NO NO
132.	La Brea Avenue & Santa Monica Boulevard	A.M. P.M.	0.870 0.945	D E	0.875 0.947	D E	0.005 0.002	NO NO	0.874 0.947	D E	0.004 0.002	NO NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
[d] Intersection is signalized as part of Project mitigation.
[e] Denotes CMP arterial monitoring station.
[f] LOS based on field observations LOS has not been calculated based on the Metro Universal Transportation Model

TABLE 29 (continued)
FUTURE CONDITIONS - OPTION A (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project - Option A				Future with Project with Mitigation - Option A			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
133.	[a], [f]	Highland Avenue & Hollywood Boulevard	A.M. P.M.	- -	F F	- -	F F	0.012 0.012	YES YES	- -	F F	0.011 0.011	YES YES
134.	[a]	Highland Avenue & Sunset Boulevard	A.M. P.M.	0.754 0.763	C C	0.768 0.780	C C	0.014 0.017	NO NO	0.765 0.778	C C	0.011 0.015	NO NO
135.	[a]	Highland Avenue & Fountain Avenue	A.M. P.M.	0.904 0.715	E C	0.906 0.721	E C	0.002 0.006	NO NO	0.905 0.721	E C	0.001 0.006	NO NO
136.	[a], [e]	Highland Avenue & Santa Monica Boulevard	A.M. P.M.	0.835 0.864	D D	0.836 0.865	D D	0.001 0.001	NO NO	0.836 0.865	D D	0.001 0.001	NO NO
137.	[a]	Kester Avenue (East) & Ventura Boulevard	A.M. P.M.	0.583 0.943	A E	0.591 0.951	A E	0.008 0.008	NO NO	0.591 0.950	A E	0.008 0.007	NO NO
138.		San Vicente Boulevard/Clark St & Sunset Boulevard	A.M. P.M.	0.871 1.017	D F	0.874 1.024	D F	0.003 0.007	NO NO	0.874 1.023	D F	0.003 0.006	NO NO
139.	[a]	Cahuenga Boulevard & Sunset Boulevard	A.M. P.M.	0.846 0.739	D C	0.846 0.740	D C	0.000 0.001	NO NO	0.846 0.740	D C	0.000 0.001	NO NO
140.	[a]	Lankershim Boulevard & Chandler Boulevard (North)	A.M. P.M.	0.435 0.266	A A	0.446 0.269	A A	0.011 0.003	NO NO	0.443 0.269	A A	0.008 0.003	NO NO
141.	[a]	SR 170 SB Ramps & Magnolia Boulevard	A.M. P.M.	0.674 0.556	B A	0.681 0.557	B A	0.007 0.001	NO NO	0.653 0.532	B A	-0.021 -0.024	NO NO
142.	[a]	SR 170 NB Ramps & Magnolia Boulevard	A.M. P.M.	0.493 0.613	A B	0.501 0.619	A B	0.008 0.006	NO NO	0.473 0.619	A B	-0.020 0.006	NO NO
143.	[b]	Tujunga Avenue & SR 170 NB On-Ramp/Private Driveway	A.M. P.M. A.M. P.M.	12.5 11.4 0.633 0.639	B B B B	12.5 11.4 0.633 0.642	B B B B	 0.000 0.003	 NO NO	12.5 11.4 0.633 0.642	B B B B	 0.000 0.003	 NO NO
144.	[a]	Coldwater Canyon Avenue & US 101 NB Ramps	A.M. P.M.	0.491 0.468	A A	0.492 0.471	A A	0.001 0.003	NO NO	0.492 0.471	A A	0.001 0.003	NO NO
145.	[a]	Coldwater Canyon Avenue & US 101 SB Ramps	A.M. P.M.	0.576 0.487	A A	0.578 0.487	A A	0.002 0.000	NO NO	0.578 0.487	A A	0.002 0.000	NO NO
146.	[a]	Coldwater Canyon Avenue & Moorpark Street	A.M. P.M.	0.827 0.941	D E	0.827 0.941	D E	0.000 0.000	NO NO	0.817 0.931	D E	-0.010 -0.010	NO NO
147.	[a]	Laurel Canyon Boulevard & US 101 NB Ramps	A.M. P.M.	0.636 0.582	B A	0.637 0.583	B A	0.001 0.001	NO NO	0.637 0.583	B A	0.001 0.001	NO NO
148.	[a]	Laurel Canyon Boulevard & US 101 SB Ramps	A.M. P.M.	0.554 0.608	A B	0.555 0.608	A B	0.001 0.000	NO NO	0.555 0.608	A B	0.001 0.000	NO NO
149.	[a]	Laurel Canyon Boulevard & Moorpark Street	A.M. P.M.	0.963 1.133	E F	0.963 1.134	E F	0.000 0.001	NO NO	0.963 1.134	E F	0.000 0.001	NO NO
150.	[a]	Colfax Avenue & Riverside Drive	A.M. P.M.	0.885 0.829	D D	0.887 0.831	D D	0.002 0.002	NO NO	0.887 0.830	D D	0.002 0.001	NO NO
151.	[a]	Colfax Avenue & Moorpark Street	A.M. P.M.	0.787 0.582	C A	0.788 0.582	C A	0.001 0.000	NO NO	0.777 0.572	C A	-0.010 -0.010	NO NO
152.	[a]	Lankershim Boulevard & Chandler Boulevard (South)	A.M. P.M.	0.577 0.428	A A	0.588 0.437	A A	0.011 0.009	NO NO	0.586 0.435	A A	0.009 0.007	NO NO
153.	[g]	Hollywood Way & Verdugo Avenue	A.M. P.M.	1.007 0.938	F E	1.007 0.955	F E	0.000 0.017	NO YES	0.977 0.924	E E	-0.030 -0.014	NO NO
154.	[g]	Hollywood Way & Magnolia Boulevard	A.M. P.M.	0.985 0.933	E E	0.987 0.933	E E	0.002 0.000	NO NO	0.987 0.933	E E	0.002 0.000	NO NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
[e] Denotes CMP arterial monitoring station.
[f] LOS based on field observations. LOS has not been calculated based on the Metro Universal Transportation Model.
[g] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

TABLE 29 (continued)
FUTURE CONDITIONS - OPTION A (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project - Option A				Future with Project with Mitigation - Option A			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
155.	[g]	Buena Vista Street & Verdugo Avenue	A.M.	0.755	C	0.755	C	0.000	NO	0.755	C	0.000	NO
			P.M.	0.889	D	0.899	D	0.010	NO	0.899	D	0.010	NO
156.	[g]	Buena Vista Street & Magnolia Boulevard	A.M.	0.753	C	0.760	C	0.007	NO	0.760	C	0.007	NO
			P.M.	0.963	E	0.963	E	0.000	NO	0.963	E	0.000	NO
157.	[c]	Tujunga Avenue & US 101 SB Off-Ramp	A.M.	13.8	B	13.8	B			13.8	B		
			P.M.	25.4	D	25.4	D			25.4	D		
			A.M.	0.443	A	0.443	A	0.000	NO	0.443	A	0.000	NO
			P.M.	0.763	C	0.763	C	0.000	NO	0.763	C	0.000	NO
158.	[b]	Tujunga Avenue & US 101 NB On-Ramp	A.M.	10.6	B	10.6	B			10.6	B		
			P.M.	9.9	A	9.9	A			9.9	A		
			A.M.	0.485	A	0.485	A	0.000	NO	0.485	A	0.000	NO
			P.M.	0.586	A	0.586	A	0.000	NO	0.586	A	0.000	NO
159.	[c]	US 101 SB Off-Ramp & Riverside Drive	A.M.	18.9	C	21.8	C			16.5	C		
			P.M.	12.5	B	12.5	B			12.1	B		
			A.M.	0.660	B	0.715	C	0.055	YES	0.589	A	-0.071	NO
			P.M.	0.505	A	0.510	A	0.005	NO	0.487	A	-0.018	NO
160.	[a]	Vineland Avenue & US 101 SB Ramps	A.M.	0.578	A	0.715	C	0.137	YES	0.559	A	-0.019	NO
			P.M.	0.496	A	0.531	A	0.035	NO	0.472	A	-0.024	NO
161.	[b]	US 101 NB On-Ramp & Moorpark Street	A.M.	10.5	B	10.5	B			10.5	B		
			P.M.	15.7	C	16.2	C			16.2	C		
			A.M.	0.575	A	0.579	A	0.004	NO	0.578	A	0.003	NO
			P.M.	0.751	C	0.770	C	0.019	NO	0.768	C	0.017	NO
162.	[c]	Cahuenga Boulevard & US 101 SB Ramps	A.M.	**	F	**	F			**	F		
			P.M.	77.9	F	**	F			**	F		
			A.M.	1.349	F	1.357	F	0.008	NO	1.356	F	0.007	NO
			P.M.	1.566	F	1.578	F	0.011	YES	1.575	F	0.009	NO
163.	[c]	Bob Hope Drive & SR 134 EB Off-Ramp	A.M.	**	F	**	F			**	F		
			P.M.	**	F	**	F			**	F		
			A.M.	0.688	B	0.688	B	0.000	NO	0.688	B	0.000	NO
			P.M.	0.740	C	0.740	C	0.000	NO	0.740	C	0.000	NO
164.	[b]	SR 134 WB On-Ramp & Alameda Avenue	A.M.	22.2	C	23.1	C			23.0	C		
			P.M.	31.7	D	34.5	D			34.3	D		
			A.M.	0.741	C	0.741	C	0.000	NO	0.741	C	0.000	NO
			P.M.	0.838	D	0.838	D	0.000	NO	0.838	D	0.000	NO

Notes:

[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[g] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 29 (continued)
FUTURE CONDITIONS - OPTION A (YEAR 2015)
INTERSECTION IMPACT SUMMARY

Level of Service	Number of Impacted Intersections before Mitigation		Number of Impacted Intersections after Mitigation	
	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
C	4	6	0	4
D	8	5	0	1
E	10	9	1	0
F	15	14	3	3
Total	**37**	**34**	**4** [a]	**8** [a]
	52		**9 [a]**	

Note:
[a] This analysis conservatively assumes the proposed physical improvements for the intersections of Cahuenga Boulevard & Camarillo Street and Cahuenga Boulevard & Moorpark Street would not be implemented. In the event that these improvements are implemented, the number of impacted intersections after mitigation would be 3 in the A.M. peak hour, 7 in the P.M. peak hour (total of 8 intersections).

TABLE 30
FUTURE CONDITIONS - OPTION B (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project - Option B				Future with Project with Mitigation - Option B			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
1.	[a]	Colfax Avenue &	A.M.	0.632	B	0.651	B	0.019	NO	0.629	B	-0.003	NO
		Ventura Boulevard	P.M.	0.905	E	0.929	E	0.024	YES	0.906	E	0.001	NO
2.	[a]	Kraft Avenue/SR 170 SB Off-Ramp &	A.M.	0.513	A	0.552	A	0.039	NO	0.511	A	-0.002	NO
		Riverside Drive	P.M.	0.526	A	0.528	A	0.002	NO	0.513	A	-0.013	NO
3.	[a]	Tujunga Avenue &	A.M.	1.011	F	1.040	F	0.029	YES	1.001	F	-0.010	NO
		Riverside Drive/Camarillo Street	P.M.	0.939	E	0.943	E	0.004	NO	0.916	E	-0.023	NO
4.	[a]	Tujunga Avenue &	A.M.	0.554	A	0.571	A	0.017	NO	0.551	A	-0.003	NO
		Ventura Boulevard	P.M.	0.743	C	0.769	C	0.026	NO	0.748	C	0.005	NO
5.	[a]	Eureka Drive &	A.M.	0.531	A	0.555	A	0.024	NO	0.535	A	0.004	NO
		Ventura Boulevard	P.M.	0.599	A	0.625	B	0.026	NO	0.604	B	0.005	NO
6.	[a]	Lankershim Boulevard &	A.M.	0.980	E	0.987	E	0.007	NO	0.985	E	0.005	NO
		Magnolia Boulevard	P.M.	0.885	D	0.889	D	0.004	NO	0.889	D	0.004	NO
7.	[a]	Studio City Place &	A.M.	0.471	A	0.493	A	0.022	NO	0.472	A	0.001	NO
		Ventura Boulevard	P.M.	0.611	B	0.640	B	0.029	NO	0.619	B	0.008	NO
8.	[a]	Vineland Avenue &	A.M.	0.913	E	0.915	E	0.002	NO	0.915	E	0.002	NO
		Magnolia Boulevard	P.M.	1.076	F	1.085	F	0.009	NO	1.084	F	0.008	NO
9.	[a]	Vineland Avenue/Lankershim Boulevard &	A.M.	1.124	F	1.151	F	0.027	YES	1.102	F	-0.022	NO
		Camarillo Street	P.M.	0.962	E	0.971	E	0.009	NO	0.932	E	-0.030	NO
10.	[a]	Vineland Avenue &	A.M.	0.997	E	1.039	F	0.042	YES	0.938	E	-0.059	NO
		Riverside Drive	P.M.	0.701	C	0.704	C	0.003	NO	0.662	B	-0.039	NO
11.	[a]	Vineland Avenue &	A.M.	0.962	E	0.974	E	0.012	YES	0.963	E	0.001	NO
		Moorpark Street	P.M.	0.940	E	0.958	E	0.018	YES	0.945	E	0.005	NO
12.	[a]	Vineland Avenue &	A.M.	0.455	A	0.457	A	0.002	NO	0.457	A	0.002	NO
		Whipple Street	P.M.	0.399	A	0.402	A	0.003	NO	0.402	A	0.003	NO
13.	[a]	Vineland Avenue &	A.M.	0.363	A	0.369	A	0.006	NO	0.369	A	0.006	NO
		US 101 NB Off-Ramp	P.M.	0.349	A	0.359	A	0.010	NO	0.359	A	0.010	NO
14.	[a]	Vineland Avenue &	A.M.	0.794	C	0.854	D	0.060	YES	0.736	C	-0.058	NO
		Ventura Boulevard	P.M.	0.897	D	0.958	E	0.061	YES	0.898	D	0.001	NO
15.	[b]	SR 134 EB On-Ramp e/o Vineland Avenue &	A.M.	**	F	**	F			**	F		
		Riverside Drive	P.M.	63.6	F	64.4	F			64.4	F		
			A.M.	1.064	F	1.064	F	0.000	NO	1.064	F	0.000	NO
			P.M.	1.004	F	1.006	F	0.002	NO	1.006	F	0.002	NO
16.	[a]	Plaza Parkway &	A.M.	0.625	B	0.677	B	0.052	NO	0.577	A	-0.048	NO
		Ventura Boulevard	P.M.	0.455	A	0.485	A	0.030	NO	0.463	A	0.008	NO
17.	[a]	Riverton Avenue/Campo de Cahuenga Way &	A.M.	0.493	A	0.523	A	0.030	NO	0.500	A	0.007	NO
		Ventura Boulevard	P.M.	0.504	A	0.544	A	0.040	NO	0.520	A	0.016	NO
18.	[a]	Lankershim Boulevard &	A.M.	0.851	D	0.885	D	0.034	YES	0.838	D	-0.013	NO
		SR 134 WB Off-Ramp	P.M.	0.526	A	0.551	A	0.025	NO	0.539	A	0.013	NO
19.	[a]	Lankershim Boulevard &	A.M.	1.115	F	1.193	F	0.078	YES	1.063	F	-0.052	NO
		Riverside Drive	P.M.	0.925	E	0.951	E	0.026	YES	0.885	D	-0.040	NO
20.	[a]	Lankershim Boulevard &	A.M.	1.209	F	1.293	F	0.084	YES	0.969	E	-0.240	NO
		Moorpark Street	P.M.	1.031	F	1.065	F	0.034	YES	0.995	E	-0.036	NO
21.	[a]	Lankershim Boulevard &	A.M.	0.857	D	0.941	E	0.084	YES	0.810	D	-0.047	NO
		Whipple Street	P.M.	0.415	A	0.455	A	0.040	NO	0.451	A	0.036	NO
22.	[a]	US 101 NB Ramps &	A.M.	0.134	A	0.176	A	0.042	NO	0.420	A	0.286	NO
		Campo de Cahuenga Way	P.M.	0.568	A	0.687	B	0.119	NO	0.675	B	0.107	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 30 (continued)
FUTURE CONDITIONS - OPTION B (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project - Option B				Future with Project with Mitigation - Option B			
			V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
23. [a]	Metro Driveway & Campo de Cahuenga Way	A.M.	0.039	A	0.208	A	0.169	NO	0.355	A	0.316	NO
		P.M.	0.397	A	0.656	B	0.259	NO	0.713	C	0.316	YES
24. [a]	Cahuenga Boulevard & Magnolia Boulevard	A.M.	1.392	F	1.415	F	0.023	YES	1.040	F	-0.352	NO
		P.M.	1.043	F	1.052	F	0.009	NO	0.747	C	-0.296	NO
25. [a]	Cahuenga Boulevard & Huston Street	A.M.	0.776	C	0.797	C	0.021	NO	0.795	C	0.019	NO
		P.M.	0.488	A	0.499	A	0.011	NO	0.497	A	0.009	NO
26. [a]	Cahuenga Boulevard & Camarillo Street	A.M.	1.198	F	1.221	F	0.023	YES	1.208	F	0.010	YES
		P.M.	0.906	E	0.918	E	0.012	YES	0.905	E	-0.001	NO
27. [a]	Cahuenga Boulevard & SR 134 WB Off-Ramp	A.M.	0.581	A	0.685	B	0.104	NO	0.673	B	0.092	NO
		P.M.	0.454	A	0.469	A	0.015	NO	0.467	A	0.013	NO
28. [a]	Cahuenga Boulevard & SR 134 EB Ramps	A.M.	0.904	E	0.935	E	0.031	YES	0.799	C	-0.105	NO
		P.M.	0.868	D	0.972	E	0.104	YES	0.885	D	0.017	NO
29. [a]	Cahuenga Boulevard & Riverside Drive	A.M.	0.947	E	1.011	F	0.064	YES	0.936	E	-0.011	NO
		P.M.	1.059	F	1.133	F	0.074	YES	1.027	F	-0.032	NO
30. [a]	Cahuenga Boulevard & Moorpark Street	A.M.	0.863	D	1.005	F	0.142	YES	0.922	E	0.059	YES
		P.M.	0.869	D	1.022	F	0.153	YES	0.998	E	0.129	YES
31. [a]	Cahuenga Boulevard & Whipple Street	A.M.	0.500	A	0.597	A	0.097	NO	0.533	A	0.033	NO
		P.M.	0.390	A	0.537	A	0.147	NO	0.524	A	0.134	NO
32. [c], [d]	Cahuenga Boulevard & Valley Spring Lane	A.M.	74.0	F	**	F			-	N/A		
		P.M.	76.0	F	**	F			-	N/A		
		A.M.	0.687	B	0.811	D	0.124	YES	0.485	A	-0.202	NO
		P.M.	0.615	B	0.809	D	0.194	YES	0.533	A	-0.082	NO
33. [a]	Lankershim Boulevard & Cahuenga Boulevard	A.M.	0.668	B	0.789	C	0.121	YES	0.659	B	-0.009	NO
		P.M.	0.477	A	0.644	B	0.167	NO	0.629	B	0.152	NO
34. [a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M.	0.487	A	0.627	B	0.140	NO	0.501	A	0.014	NO
		P.M.	0.560	A	0.841	D	0.281	YES	0.679	B	0.119	NO
35. [a]	Lankershim Boulevard & Main Street	A.M.	0.665	B	0.797	C	0.132	YES	0.685	B	0.020	NO
		P.M.	0.680	B	0.930	E	0.250	YES	0.774	C	0.094	YES
36. [a]	Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	A.M.	0.973	E	1.069	F	0.096	YES	1.014	F	0.041	YES
		P.M.	0.952	E	1.245	F	0.293	YES	1.091	F	0.139	YES
37. [a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M.	0.822	D	0.911	E	0.089	YES	0.805	D	-0.017	NO
		P.M.	0.619	B	0.701	C	0.082	YES	0.604	B	-0.015	NO
38. [a], [e]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M.	0.825	D	0.869	D	0.044	YES	0.793	C	-0.032	NO
		P.M.	0.733	C	0.774	C	0.041	YES	0.717	C	-0.016	NO
39. [a]	US 101 SB Ramps/Regal Place & Cahuenga Boulevard	A.M.	0.739	C	0.778	C	0.039	NO	0.752	C	0.013	NO
		P.M.	0.665	B	0.684	B	0.019	NO	0.582	A	-0.083	NO
40. [a]	Ledge Avenue/Moorpark Way & Riverside Drive	A.M.	0.793	C	0.904	E	0.111	YES	0.753	C	-0.040	NO
		P.M.	0.783	C	0.911	E	0.128	YES	0.810	D	0.027	YES
41. [a]	Forman Avenue & Riverside Drive	A.M.	0.625	B	0.670	B	0.045	NO	0.656	B	0.031	NO
		P.M.	0.651	B	0.727	C	0.076	YES	0.685	B	0.034	NO
42. [a]	Broadlawn Drive & Cahuenga Boulevard	A.M.	0.575	A	0.603	B	0.028	NO	0.598	A	0.023	NO
		P.M.	0.369	A	0.397	A	0.028	NO	0.393	A	0.024	NO
43. [a]	Universal Center Drive/Universal Studios Boulevard & Coral Drive/Buddy Holly Drive	A.M.	0.393	A	0.398	A	0.005	NO	0.398	A	0.005	NO
		P.M.	0.754	C	0.756	C	0.002	NO	0.756	C	0.002	NO
44. [a]	Universal Studios Boulevard & Cahuenga Boulevard	A.M.	0.661	B	0.685	B	0.024	NO	0.680	B	0.019	NO
		P.M.	0.648	B	0.666	B	0.018	NO	0.663	B	0.015	NO

Notes

[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[d] Intersection is signalized as part of Project mitigation.

[e] Denotes CMP arterial monitoring station.

** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 30 (continued)
FUTURE CONDITIONS - OPTION B (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project - Option B				Future with Project with Mitigation - Option B			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
45.	[a]	Oakshire Drive &	A.M.	0.695	B	0.720	C	0.025	NO	0.715	C	0.020	NO
		Cahuenga Boulevard	P.M.	0.689	B	0.707	C	0.018	NO	0.704	C	0.015	NO
46.	[a]	US 101 SB Ramps w/o Barham Boulevard/Cahuenga Boulevard &	A.M.	1.157	F	1.166	F	0.009	NO	1.164	F	0.007	NO
		Cahuenga Boulevard	P.M.	1.240	F	1.241	F	0.001	NO	1.239	F	-0.001	NO
47.	[a]	Barham Boulevard &	A.M.	0.993	E	1.009	F	0.016	YES	1.008	F	0.015	YES
		Cahuenga Boulevard	P.M.	1.151	F	1.169	F	0.018	YES	1.017	F	-0.134	NO
48.	[a]	Barham Boulevard &	A.M.	0.942	E	0.943	E	0.001	NO	0.942	E	0.000	NO
		Buddy Holly Drive/Cahuenga Boulevard	P.M.	0.846	D	0.852	D	0.006	NO	0.851	D	0.005	NO
49.	[a]	Oakcrest Drive &	A.M.	0.899	D	0.915	E	0.016	YES	0.913	E	0.014	YES
		Cahuenga Boulevard	P.M.	0.618	B	0.625	B	0.007	NO	0.624	B	0.006	NO
50.	[a]	Mulholland Drive &	A.M.	0.950	E	0.967	E	0.017	YES	0.955	E	0.005	NO
		Cahuenga Boulevard	P.M.	0.884	D	0.896	D	0.012	NO	0.884	D	0.000	NO
51.	[a]	Cahuenga Boulevard &	A.M.	0.794	C	0.807	D	0.013	NO	0.805	D	0.011	NO
		Hillpark Drive	P.M.	0.629	B	0.631	B	0.002	NO	0.630	B	0.001	NO
52.	[a]	Barham Boulevard &	A.M.	0.893	D	0.899	D	0.006	NO	0.897	D	0.004	NO
		De Witt Drive	P.M.	0.816	D	0.826	D	0.010	NO	0.824	D	0.008	NO
53.	[a]	Barham Boulevard &	A.M.	0.979	E	0.981	E	0.002	NO	0.981	E	0.002	NO
		Lake Hollywood Drive	P.M.	0.955	E	0.959	E	0.004	NO	0.959	E	0.004	NO
54.	[a]	Barham Boulevard &	A.M.	0.885	D	0.888	D	0.003	NO	0.888	D	0.003	NO
		Coyote Canyon Road	P.M.	0.778	C	0.780	C	0.002	NO	0.780	C	0.002	NO
55.	[a]	Barham Boulevard &	A.M.	1.268	F	1.272	F	0.004	NO	1.272	F	0.004	NO
		Lakeside Plaza Drive/Forest Lawn Drive	P.M.	1.085	F	1.088	F	0.003	NO	1.088	F	0.003	NO
56.	[a]	Warner Brothers Studios Gate 7/Gate 8 &	A.M.	0.572	A	0.572	A	0.000	NO	0.572	A	0.000	NO
		Forest Lawn Drive	P.M.	0.428	A	0.428	A	0.000	NO	0.428	A	0.000	NO
57.	[a]	Memorial Drive &	A.M.	0.429	A	0.429	A	0.000	NO	0.429	A	0.000	NO
		Forest Lawn Drive	P.M.	0.453	A	0.453	A	0.000	NO	0.453	A	0.000	NO
58.	[a]	Mount Senai Drive &	A.M.	0.439	A	0.439	A	0.000	NO	0.439	A	0.000	NO
		Forest Lawn Drive	P.M.	0.380	A	0.380	A	0.000	NO	0.380	A	0.000	NO
59.	[a]	Forest Lawn Drive &	A.M.	0.965	E	0.965	E	0.000	NO	0.965	E	0.000	NO
		Zoo Drive	P.M.	0.685	B	0.685	B	0.000	NO	0.685	B	0.000	NO
60.	[c]	Forest Lawn Drive &	A.M.	75.5	F	75.5	F			75.5	F		
		SR 134 EB Ramps	P.M.	25.3	D	25.3	D			25.3	D		
			A.M.	1.343	F	1.343	F	0.000	NO	1.343	F	0.000	NO
			P.M.	0.808	D	0.808	D	0.000	NO	0.808	D	0.000	NO
61.	[c]	Forest Lawn Drive &	A.M.	**	F	**	F			**	F		
		SR 134 WB Ramps	P.M.	**	F	**	F			**	F		
			A.M.	0.758	C	0.758	C	0.000	NO	0.758	C	0.000	NO
			P.M.	0.433	A	0.434	A	0.001	NO	0.434	A	0.001	NO
62.	[a]	Cahuenga Boulevard/Highland Avenue &	A.M.	0.631	B	0.642	B	0.011	NO	0.640	B	0.009	NO
		Pat Moore Way/US 101 On-Ramps	P.M.	0.529	A	0.552	A	0.023	NO	0.549	A	0.020	NO
63.	[a]	Highland Avenue &	A.M.	0.748	C	0.757	C	0.009	NO	0.756	C	0.008	NO
		Odin Street	P.M.	0.599	A	0.610	B	0.011	NO	0.608	B	0.009	NO
64.	[a]	Highland Avenue &	A.M.	0.655	B	0.661	B	0.006	NO	0.661	B	0.006	NO
		Camrose Drive	P.M.	0.595	A	0.603	B	0.008	NO	0.602	B	0.007	NO
65.	[a], [f]	Highland Avenue &	A.M.	-	F	-	F	0.010	YES	-	F	0.008	NO
		Franklin Avenue	P.M.	-	F	-	F	0.009	NO	-	F	0.008	NO
66.	[a], [f]	Highland Avenue &	A.M.	-	F	-	F	0.011	YES	-	F	0.009	NO
		Franklin Place/Franklin Avenue	P.M.	-	F	-	F	0.008	NO	-	F	0.006	NO

Notes:

[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[f] LOS based on field observations. LOS has not been calculated based on the Metro Universal Transportation Model.

** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 30 (continued)
FUTURE CONDITIONS - OPTION B (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project - Option B				Future with Project with Mitigation - Option B			
			V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
67. [a]	Odin Street & Cahuenga Boulevard	A.M.	0.454	A	0.457	A	0.003	NO	0.456	A	0.002	NO
		P.M.	0.684	B	0.687	B	0.003	NO	0.686	B	0.002	NO
68. [a]	Cahuenga Boulevard & US 101 NB Off-Ramp	A.M.	0.544	A	0.547	A	0.003	NO	0.547	A	0.003	NO
		P.M.	0.942	E	0.945	E	0.003	NO	0.945	E	0.003	NO
69. [a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.773	C	0.774	C	0.001	NO	0.774	C	0.001	NO
		P.M.	1.252	F	1.255	F	0.003	NO	1.255	F	0.003	NO
70. [a]	Cahuenga Boulevard & Hollywood Boulevard	A.M.	0.819	D	0.820	D	0.001	NO	0.820	D	0.001	NO
		P.M.	0.720	C	0.722	C	0.002	NO	0.722	C	0.002	NO
71. [a]	Vine Street & Franklin Avenue/US 101 SB Off-Ramp	A.M.	0.497	A	0.501	A	0.004	NO	0.500	A	0.003	NO
		P.M.	0.500	A	0.501	A	0.001	NO	0.501	A	0.001	NO
72. [c], [d]	Lankershim Boulevard & Muddy Waters Drive	A.M.	43.2	E	72.7	F			-	N/A		
		P.M.	68.8	F	**	F			-	N/A		
		A.M.	0.682	B	0.783	C	0.101	YES	0.547	A	-0.135	NO
		P.M.	0.895	D	1.016	F	0.121	YES	0.802	D	-0.093	NO
73. [c]	Lankershim Boulevard & Jimi Hendrix Drive	A.M.	13.8	B	14.6	B			15.3	C		
		P.M.	17.6	C	19.2	C			19.6	C		
		A.M.	0.783	C	0.812	D	0.029	YES	0.727	C	-0.056	NO
		P.M.	0.684	B	0.766	C	0.082	YES	0.749	C	0.065	YES
74.	Pass Avenue & Magnolia Boulevard	A.M.	0.537	A	0.538	A	0.001	NO	0.538	A	0.001	NO
		P.M.	0.604	B	0.606	B	0.002	NO	0.606	B	0.002	NO
75.	Pass Avenue & Verdugo Lane	A.M.	0.629	B	0.643	B	0.014	NO	0.641	B	0.012	NO
		P.M.	0.730	C	0.743	C	0.013	NO	0.741	C	0.011	NO
76.	Pass Avenue & Oak Street	A.M.	0.430	A	0.433	A	0.003	NO	0.433	A	0.003	NO
		P.M.	0.487	A	0.495	A	0.008	NO	0.494	A	0.007	NO
77. [g]	Evergreen Street/Riverside Drive & Alameda Avenue	A.M.	0.668	B	0.682	B	0.014	NO	0.680	B	0.012	NO
		P.M.	0.701	C	0.736	C	0.035	NO	0.734	C	0.033	NO
78.	Pass Avenue & SR 134 EB Off-Ramp	A.M.	0.623	B	0.625	B	0.002	NO	0.625	B	0.002	NO
		P.M.	0.583	A	0.588	A	0.005	NO	0.587	A	0.004	NO
79. [g]	Pass Avenue & Alameda Avenue	A.M.	0.752	C	0.768	C	0.016	NO	0.736	C	-0.016	NO
		P.M.	0.856	D	0.885	D	0.029	YES	0.852	D	-0.004	NO
80. [g]	Pass Avenue & Riverside Drive	A.M.	0.622	B	0.631	B	0.009	NO	0.630	B	0.008	NO
		P.M.	0.490	A	0.504	A	0.014	NO	0.504	A	0.014	NO
81. [g]	Olive Avenue & Pass Avenue	A.M.	0.780	C	0.783	C	0.003	NO	0.783	C	0.003	NO
		P.M.	0.888	D	0.891	D	0.003	NO	0.891	D	0.003	NO
82. [g]	Olive Avenue & Warner Brothers Studios Gate 2/Gate 3	A.M.	0.553	A	0.555	A	0.002	NO	0.555	A	0.002	NO
		P.M.	0.678	B	0.679	B	0.001	NO	0.679	B	0.001	NO
83. [g]	Olive Avenue & Warner Brothers Studios Gate 1/Lakeside Drive	A.M.	0.584	A	0.585	A	0.001	NO	0.585	A	0.001	NO
		P.M.	0.685	B	0.687	B	0.002	NO	0.686	B	0.001	NO
84. [g]	Hollywood Way & Alameda Avenue	A.M.	1.014	F	1.026	F	0.012	YES	0.994	E	-0.020	NO
		P.M.	0.931	E	0.937	E	0.006	NO	0.907	E	-0.024	NO
85. [g]	Cordova Street/SR 134 WB Off-Ramp & Alameda Avenue	A.M.	0.876	D	0.884	D	0.008	NO	0.853	D	-0.023	NO
		P.M.	0.837	D	0.866	D	0.029	YES	0.833	D	-0.004	NO
86. [g]	Hollywood Way & Olive Avenue	A.M.	0.689	B	0.691	B	0.002	NO	0.691	B	0.002	NO
		P.M.	0.995	E	1.006	F	0.011	YES	1.004	F	0.009	NO
87. [g]	Olive Avenue & Riverside Drive	A.M.	0.697	B	0.699	B	0.002	NO	0.698	B	0.001	NO
		P.M.	0.621	B	0.623	B	0.002	NO	0.622	B	0.001	NO
88. [g]	Lima Street & Olive Avenue	A.M.	0.365	A	0.367	A	0.002	NO	0.367	A	0.002	NO
		P.M.	0.371	A	0.373	A	0.002	NO	0.373	A	0.002	NO

Notes:

[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[d] Intersection is signalized as part of Project mitigation.

[g] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 30 (continued)
FUTURE CONDITIONS - OPTION B (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project - Option B				Future with Project with Mitigation - Option B			
			V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
89. [g]	Olive Avenue &	A.M.	0.805	D	0.816	D	0.011	NO	0.815	D	0.010	NO
	Alameda Avenue	P.M.	0.642	B	0.664	B	0.022	NO	0.661	B	0.019	NO
90.	California Street &	A.M.	0.437	A	0.437	A	0.000	NO	0.437	A	0.000	NO
	Riverside Drive	P.M.	0.506	A	0.508	A	0.002	NO	0.508	A	0.002	NO
91. [g]	Bob Hope Drive &	A.M.	0.707	C	0.712	C	0.005	NO	0.711	C	0.004	NO
	Alameda Avenue	P.M.	0.772	C	0.787	C	0.015	NO	0.785	C	0.013	NO
92. [g]	Buena Vista Street &	A.M.	0.707	C	0.709	C	0.002	NO	0.709	C	0.002	NO
	Alameda Avenue	P.M.	0.821	D	0.828	D	0.007	NO	0.827	D	0.006	NO
93.	Buena Vista Street/SR 134 EB On-Ramp &	A.M.	0.955	E	0.956	E	0.001	NO	0.956	E	0.001	NO
	Riverside Drive/SR 134 WB Ramps	P.M.	0.906	E	0.906	E	0.000	NO	0.906	E	0.000	NO
94. [c]	SR 134 EB On-Ramp/Screenland Drive &	A.M.	11.4	B	11.6	B			11.6	B		
	Riverside Drive	P.M.	13.9	B	14.2	B			14.2	B		
		A.M.	0.722	C	0.722	C	0.000	NO	0.722	C	0.000	NO
		P.M.	0.722	C	0.723	C	0.001	NO	0.723	C	0.001	NO
95. [g]	Buena Vista Street &	A.M.	0.875	D	0.875	D	0.000	NO	0.875	D	0.000	NO
	Olive Avenue	P.M.	0.920	E	0.921	E	0.001	NO	0.920	E	0.000	NO
96. [a], [e]	Sepulveda Boulevard &	A.M.	1.150	F	1.151	F	0.001	NO	1.137	F	-0.013	NO
	Ventura Boulevard	P.M.	1.362	F	1.363	F	0.001	NO	1.362	F	0.000	NO
97. [a]	Noble Avenue &	A.M.	0.677	B	0.683	B	0.006	NO	0.664	B	-0.013	NO
	Ventura Boulevard	P.M.	0.775	C	0.777	C	0.002	NO	0.759	C	-0.016	NO
98. [a]	Kester Avenue &	A.M.	0.695	B	0.695	B	0.000	NO	0.683	B	-0.012	NO
	Ventura Boulevard	P.M.	0.698	B	0.703	C	0.005	NO	0.685	B	-0.013	NO
99. [a]	Willis Avenue &	A.M.	0.512	A	0.519	A	0.007	NO	0.500	A	-0.012	NO
	Ventura Boulevard	P.M.	0.613	B	0.621	B	0.008	NO	0.601	B	-0.012	NO
100. [a]	Cedros Avenue (West) &	A.M.	0.629	B	0.636	B	0.007	NO	0.617	B	-0.012	NO
	Ventura Boulevard	P.M.	0.831	D	0.838	D	0.007	NO	0.819	D	-0.012	NO
101. [a]	Cedros Avenue (East) &	A.M.	0.901	E	0.908	E	0.007	NO	0.888	D	-0.013	NO
	Ventura Boulevard	P.M.	0.768	C	0.774	C	0.006	NO	0.753	C	-0.015	NO
102. [a]	Van Nuys Boulevard &	A.M.	0.907	E	0.908	E	0.001	NO	0.888	D	-0.019	NO
	Ventura Boulevard	P.M.	1.123	F	1.133	F	0.010	[redacted]	1.112	F	-0.011	NO
103. [a]	Tyrone Avenue/Beverly Glen Boulevard &	A.M.	0.676	B	0.684	B	0.008	NO	0.666	B	-0.011	NO
	Ventura Boulevard	P.M.	0.817	D	0.821	D	0.004	NO	0.801	D	-0.016	NO
104. [a]	Hazeltine Avenue (West) &	A.M.	0.703	C	0.704	C	0.001	NO	0.686	B	-0.018	NO
	Ventura Boulevard	P.M.	0.728	C	0.737	C	0.009	NO	0.717	C	-0.011	NO
105. [a]	Stern Avenue (West) &	A.M.	0.447	A	0.448	A	0.001	NO	0.429	A	-0.018	NO
	Ventura Boulevard	P.M.	0.497	A	0.507	A	0.010	NO	0.487	A	-0.010	NO
106. [a], [e]	Woodman Avenue &	A.M.	0.694	B	0.695	B	0.001	NO	0.677	B	-0.017	NO
	Ventura Boulevard	P.M.	0.715	C	0.725	C	0.010	NO	0.706	C	-0.009	NO
107. [a]	Sunnyslope Avenue &	A.M.	0.476	A	0.486	A	0.010	NO	0.467	A	-0.009	NO
	Ventura Boulevard	P.M.	0.510	A	0.520	A	0.010	NO	0.501	A	-0.009	NO
108. [a]	Dixie Canyon Avenue &	A.M.	0.485	A	0.495	A	0.010	NO	0.476	A	-0.009	NO
	Ventura Boulevard	P.M.	0.589	A	0.599	A	0.010	NO	0.580	A	-0.009	NO
109. [a]	Fulton Avenue &	A.M.	0.661	B	0.671	B	0.010	NO	0.652	B	-0.009	NO
	Ventura Boulevard	P.M.	0.754	C	0.765	C	0.011	NO	0.748	C	-0.008	NO
110. [a]	Valley Vista Boulevard/Ethel Avenue &	A.M.	0.591	A	0.604	B	0.013	NO	0.585	A	-0.006	NO
	Ventura Boulevard	P.M.	0.622	B	0.633	B	0.011	NO	0.614	B	-0.008	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
[e] Denotes CMP arterial monitoring station.
[g] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

TABLE 30 (continued)
FUTURE CONDITIONS - OPTION B (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project - Option B				Future with Project with Mitigation - Option B			
			V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
111. [a]	Coldwater Canyon Avenue &	A.M.	0.971	E	0.984	E	0.013		0.963	E	-0.008	NO
	Ventura Boulevard	P.M.	1.290	F	1.305	F	0.015		1.283	F	-0.007	NO
112. [a]	Whitsett Avenue/Laurel Terrace Drive &	A.M.	0.608	B	0.624	B	0.016	NO	0.603	B	-0.005	NO
	Ventura Boulevard	P.M.	0.798	C	0.817	D	0.019	NO	0.795	C	-0.003	NO
113. [a]	Laurelgrove Avenue &	A.M.	0.495	A	0.511	A	0.016	NO	0.491	A	-0.004	NO
	Ventura Boulevard	P.M.	0.673	B	0.693	B	0.020	NO	0.672	B	-0.001	NO
114. [a]	Vantage Avenue &	A.M.	0.549	A	0.565	A	0.016	NO	0.545	A	-0.004	NO
	Ventura Boulevard	P.M.	0.637	B	0.656	B	0.019	NO	0.636	B	-0.001	NO
115. [a], [e]	Laurel Canyon Boulevard &	A.M.	0.926	E	0.943	E	0.017		0.921	E	-0.005	NO
	Ventura Boulevard	P.M.	0.991	E	1.011	F	0.020		0.989	E	-0.002	NO
116. [a]	Radford Avenue/Ventura Place &	A.M.	0.520	A	0.539	A	0.019	NO	0.518	A	-0.002	NO
	Ventura Boulevard	P.M.	0.593	A	0.606	B	0.013	NO	0.586	A	-0.007	NO
117. [b], [d]	US 101 SB On-Ramp n/o Lankershim Boulevard &	A.M.	0.0	A	0.0	A			-	N/A		
	Ventura Boulevard	P.M.	0.0	A	0.0	A			-	N/A		
		A.M.	0.616	B	0.616	B	0.000	NO	0.481	A	-0.135	NO
		P.M.	0.398	A	0.398	A	0.000	NO	0.399	A	0.001	NO
118. [a]	Lankershim Boulevard/Tujunga Avenue &	A.M.	0.910	E	0.915	E	0.005	NO	0.913	E	0.003	NO
	Burbank Boulevard	P.M.	0.916	E	0.924	E	0.008	NO	0.923	E	0.007	NO
119. [a]	Vineland Avenue &	A.M.	0.668	B	0.676	B	0.008	NO	0.675	B	0.007	NO
	Burbank Boulevard	P.M.	0.637	B	0.645	B	0.008	NO	0.644	B	0.007	NO
120. [a]	Cahuenga Boulevard &	A.M.	0.800	C	0.815	D	0.015	NO	0.813	D	0.013	NO
	Burbank Boulevard	P.M.	0.762	C	0.772	C	0.010	NO	0.771	C	0.009	NO
121. [a]	Cahuenga Boulevard &	A.M.	0.361	A	0.372	A	0.011	NO	0.371	A	0.010	NO
	Chandler Boulevard	P.M.	0.542	A	0.553	A	0.011	NO	0.552	A	0.010	NO
122.	La Cienega Boulevard &	A.M.	0.726	C	0.727	C	0.001	NO	0.727	C	0.001	NO
	Sunset Boulevard	P.M.	1.118	F	1.120	F	0.002	NO	1.120	F	0.002	NO
123. [e]	La Cienega Boulevard &	A.M.	1.031	F	1.031	F	0.000	NO	1.031	F	0.000	NO
	Santa Monica Boulevard	P.M.	0.894	D	0.895	D	0.001	NO	0.895	D	0.001	NO
124. [a]	Laurel Canyon Boulevard &	A.M.	0.502	A	0.506	A	0.004	NO	0.506	A	0.004	NO
	Hollywood Boulevard	P.M.	0.716	C	0.717	C	0.001	NO	0.717	C	0.001	NO
125. [a]	Crescent Heights Boulevard &	A.M.	1.012	F	1.019	F	0.007	NO	1.019	F	0.007	NO
	Sunset Boulevard	P.M.	0.909	E	0.909	E	0.000	NO	0.909	E	0.000	NO
126. [a]	Fairfax Avenue &	A.M.	0.881	D	0.885	D	0.004	NO	0.885	D	0.004	NO
	Hollywood Boulevard	P.M.	0.814	D	0.814	D	0.000	NO	0.814	D	0.000	NO
127. [a]	Fairfax Avenue &	A.M.	0.675	B	0.680	B	0.005	NO	0.678	B	0.003	NO
	Sunset Boulevard	P.M.	0.821	D	0.824	D	0.003	NO	0.824	D	0.003	NO
128. [a], [f]	La Brea Avenue &	A.M.	-	E	-	E	0.004	NO	-	E	0.005	NO
	Franklin Avenue	P.M.	-	E	-	E	0.007	NO	-	E	0.005	NO
129. [a]	La Brea Avenue &	A.M.	0.885	D	0.897	D	0.012	NO	0.896	D	0.011	NO
	Hollywood Boulevard	P.M.	0.839	D	0.845	D	0.006	NO	0.843	D	0.004	NO
130. [a]	La Brea Avenue &	A.M.	0.848	D	0.853	D	0.005	NO	0.853	D	0.005	NO
	Sunset Boulevard	P.M.	0.939	E	0.947	E	0.008	NO	0.947	E	0.008	NO
131.	La Brea Avenue &	A.M.	0.991	E	0.995	E	0.004	NO	0.994	E	0.003	NO
	Fountain Avenue	P.M.	0.931	E	0.935	E	0.004	NO	0.935	E	0.004	NO
132.	La Brea Avenue &	A.M.	0.870	D	0.875	D	0.005	NO	0.874	D	0.004	NO
	Santa Monica Boulevard	P.M.	0.945	E	0.948	E	0.003	NO	0.948	E	0.003	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
[d] Intersection is signalized as part of Project mitigation.
[e] Denotes CMP arterial monitoring station.
[f] LOS based on field observations. LOS has not been calculated based on the Metro Universal Transportation Model.

TABLE 30 (continued)
FUTURE CONDITIONS - OPTION B (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project - Option B				Future with Project with Mitigation - Option B			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
133.	[a], [f]	Highland Avenue & Hollywood Boulevard	A.M.	-	F	-	F	0.012		-	F	0.009	NO
			P.M.	-	F	-	F	0.012		-	F	0.009	NO
134.	[a]	Highland Avenue & Sunset Boulevard	A.M.	0.754	C	0.765	C	0.011	NO	0.763	C	0.009	NO
			P.M.	0.763	C	0.780	C	0.017	NO	0.778	C	0.015	NO
135.	[a]	Highland Avenue & Fountain Avenue	A.M.	0.904	E	0.907	E	0.003	NO	0.907	E	0.003	NO
			P.M.	0.715	C	0.720	C	0.005	NO	0.719	C	0.004	NO
136.	[a], [e]	Highland Avenue & Santa Monica Boulevard	A.M.	0.835	D	0.837	D	0.002	NO	0.837	D	0.002	NO
			P.M.	0.864	D	0.866	D	0.002	NO	0.866	D	0.002	NO
137.	[a]	Kester Avenue (East) & Ventura Boulevard	A.M.	0.583	A	0.589	A	0.006	NO	0.588	A	0.005	NO
			P.M.	0.943	E	0.949	E	0.006	NO	0.948	E	0.005	NO
138.		San Vicente Boulevard/Clark St & Sunset Boulevard	A.M.	0.871	D	0.874	D	0.003	NO	0.873	D	0.002	NO
			P.M.	1.017	F	1.022	F	0.005	NO	1.021	F	0.004	NO
139.	[a]	Cahuenga Boulevard & Sunset Boulevard	A.M.	0.846	D	0.846	D	0.000	NO	0.846	D	0.000	NO
			P.M.	0.739	C	0.740	C	0.001	NO	0.740	C	0.001	NO
140.	[a]	Lankershim Boulevard & Chandler Boulevard (North)	A.M.	0.435	A	0.440	A	0.005	NO	0.439	A	0.004	NO
			P.M.	0.266	A	0.271	A	0.005	NO	0.270	A	0.004	NO
141.	[a]	SR 170 SB Ramps & Magnolia Boulevard	A.M.	0.674	B	0.679	B	0.005	NO	0.651	B	-0.023	NO
			P.M.	0.556	A	0.557	A	0.001	NO	0.532	A	-0.024	NO
142.	[a]	SR 170 NB Ramps & Magnolia Boulevard	A.M.	0.493	A	0.500	A	0.007	NO	0.472	A	-0.021	NO
			P.M.	0.613	B	0.617	B	0.004	NO	0.617	B	0.004	NO
143.	[b]	Tujunga Avenue & SR 170 NB On-Ramp/Private Driveway	A.M.	12.5	B	12.5	B			12.5	B		
			P.M.	11.4	B	11.4	B			11.4	B		
			A.M.	0.633	B	0.633	B	0.000	NO	0.633	B	0.000	NO
			P.M.	0.639	B	0.640	B	0.001	NO	0.640	B	0.001	NO
144.	[a]	Coldwater Canyon Avenue & US 101 NB Ramps	A.M.	0.491	A	0.492	A	0.001	NO	0.492	A	0.001	NO
			P.M.	0.468	A	0.471	A	0.003	NO	0.471	A	0.003	NO
145.	[a]	Coldwater Canyon Avenue & US 101 SB Ramps	A.M.	0.576	A	0.577	A	0.001	NO	0.577	A	0.001	NO
			P.M.	0.487	A	0.488	A	0.001	NO	0.488	A	0.001	NO
146.	[a]	Coldwater Canyon Avenue & Moorpark Street	A.M.	0.827	D	0.827	D	0.000	NO	0.817	D	-0.010	NO
			P.M.	0.941	E	0.941	E	0.000	NO	0.931	E	-0.010	NO
147.	[a]	Laurel Canyon Boulevard & US 101 NB Ramps	A.M.	0.636	B	0.637	B	0.001	NO	0.637	B	0.001	NO
			P.M.	0.582	A	0.583	A	0.001	NO	0.583	A	0.001	NO
148.	[a]	Laurel Canyon Boulevard & US 101 SB Ramps	A.M.	0.554	A	0.555	A	0.001	NO	0.555	A	0.001	NO
			P.M.	0.606	B	0.609	B	0.001	NO	0.606	B	0.000	NO
149.	[a]	Laurel Canyon Boulevard & Moorpark Street	A.M.	0.963	E	0.963	E	0.000	NO	0.963	E	0.000	NO
			P.M.	1.133	F	1.134	F	0.001	NO	1.134	F	0.001	NO
150.	[a]	Colfax Avenue & Riverside Drive	A.M.	0.885	D	0.887	D	0.002	NO	0.887	D	0.002	NO
			P.M.	0.829	D	0.830	D	0.001	NO	0.830	D	0.001	NO
151.	[a]	Colfax Avenue & Moorpark Street	A.M.	0.787	C	0.788	C	0.001	NO	0.777	C	-0.010	NO
			P.M.	0.582	A	0.582	A	0.000	NO	0.572	A	-0.010	NO
152.	[a]	Lankershim Boulevard & Chandler Boulevard (South)	A.M.	0.577	A	0.582	A	0.005	NO	0.580	A	0.003	NO
			P.M.	0.428	A	0.435	A	0.007	NO	0.435	A	0.007	NO
153.	[g]	Hollywood Way & Verdugo Avenue	A.M.	1.007	F	1.008	F	0.001	NO	0.978	E	-0.029	NO
			P.M.	0.938	E	0.953	E	0.015		0.922	E	-0.016	NO
154.	[g]	Hollywood Way & Magnolia Boulevard	A.M.	0.985	E	0.987	E	0.002	NO	0.987	E	0.002	NO
			P.M.	0.933	E	0.933	E	0.000	NO	0.933	E	0.000	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
[e] Denotes CMP arterial monitoring station.
[f] LOS based on field observations. LOS has not been calculated based on the Metro Universal Transportation Model.
[g] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

TABLE 30 (continued)
FUTURE CONDITIONS - OPTION B (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project - Option B				Future with Project with Mitigation - Option B			
			V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
155. [g]	Buena Vista Street & Verdugo Avenue	A.M.	0.755	C	0.755	C	0.000	NO	0.755	C	0.000	NO
		P.M.	0.889	D	0.899	D	0.010	NO	0.899	D	0.010	NO
156. [g]	Buena Vista Street & Magnolia Boulevard	A.M.	0.753	C	0.759	C	0.006	NO	0.759	C	0.006	NO
		P.M.	0.963	E	0.963	E	0.000	NO	0.963	E	0.000	NO
157. [c]	Tujunga Avenue & US 101 SB Off-Ramp	A.M.	13.8	B	13.8	B			13.8	B		
		P.M.	25.4	D	25.4	D			25.4	D		
		A.M.	0.443	A	0.443	A	0.000	NO	0.443	A	0.000	NO
		P.M.	0.763	C	0.763	C	0.000	NO	0.763	C	0.000	NO
158. [b]	Tujunga Avenue & US 101 NB On-Ramp	A.M.	10.6	B	10.6	B			10.6	B		
		P.M.	9.9	A	9.9	A			9.9	A		
		A.M.	0.485	A	0.485	A	0.000	NO	0.485	A	0.000	NO
		P.M.	0.586	A	0.586	A	0.000	NO	0.586	A	0.000	NO
159. [c]	US 101 SB Off-Ramp & Riverside Drive	A.M.	18.9	C	21.7	C			16.7	C		
		P.M.	12.5	B	12.5	B			12.1	B		
		A.M.	0.660	B	0.713	C	0.053	[redacted]	0.599	A	-0.061	NO
		P.M.	0.505	A	0.509	A	0.004	NO	0.486	A	-0.019	NO
160. [a]	Vineland Avenue & US 101 SB Ramps	A.M.	0.576	A	0.644	B	0.066	NO	0.559	A	-0.019	NO
		P.M.	0.496	A	0.547	A	0.051	NO	0.482	A	-0.014	NO
161. [b]	US 101 NB On-Ramp & Moorpark Street	A.M.	10.5	B	10.6	B			10.6	B		
		P.M.	15.7	C	16.1	C			16.1	C		
		A.M.	0.575	A	0.578	A	0.003	NO	0.576	A	0.003	NO
		P.M.	0.751	C	0.766	C	0.015	NO	0.764	C	0.013	NO
162. [c]	Cahuenga Boulevard & US 101 SB Ramps	A.M.	**	F	**	F			**	F		
		P.M.	77.9	F	**	F			**	F		
		A.M.	1.349	F	1.358	F	0.009	NO	1.357	F	0.008	NO
		P.M.	1.566	F	1.577	F	0.011	[redacted]	1.575	F	0.009	NO
163. [c]	Bob Hope Drive & SR 134 EB Off-Ramp	A.M.	**	F	**	F			**	F		
		P.M.	**	F	**	F			**	F		
		A.M.	0.688	B	0.688	B	0.000	NO	0.688	B	0.000	NO
		P.M.	0.740	C	0.740	C	0.000	NO	0.740	C	0.000	NO
164. [b]	SR 134 WB On-Ramp & Alameda Avenue	A.M.	22.2	C	22.9	C			22.8	C		
		P.M.	31.7	D	35.1	E			34.7	D		
		A.M.	0.741	C	0.741	C	0.000	NO	0.741	C	0.000	NO
		P.M.	0.838	D	0.838	D	0.000	NO	0.838	D	0.000	NO

Notes:

[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[g] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 30 (continued)
FUTURE CONDITIONS - OPTION B (YEAR 2015)
INTERSECTION IMPACT SUMMARY

Level of Service	Number of Impacted Intersections before Mitigation		Number of Impacted Intersections after Mitigation	
	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
C	4	4	0	3
D	5	4	0	1
E	9	9	2	1
F	15	12	3	1
Total	**33**	**29**	**5 [a]**	**6 [a]**
	42		**9 [a]**	

Note:
[a] This analysis conservatively assumes the proposed physical improvements for the intersections of Cahuenga Boulevard & Camarillo Street and Cahuenga Boulevard & Moorpark Street would not be implemented. In the event that these improvements are implemented, the number of impacted intersections after mitigation would be 4 in the A.M. peak hour, 5 in the P.M. peak hour (total of 8 intersections).

TABLE 31
FUTURE CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
1.	[a]	Colfax Avenue & Ventura Boulevard	A.M.	0.609	B	0.624	B	0.015	NO	0.603	B	-0.006	NO
			P.M.	0.876	D	0.894	D	0.018	NO	0.873	D	-0.003	NO
2.	[a]	Kraft Avenue/SR 170 SB Off-Ramp & Riverside Drive	A.M.	0.494	A	0.529	A	0.035	NO	0.525	A	0.031	NO
			P.M.	0.481	A	0.483	A	0.002	NO	0.483	A	0.002	NO
3.	[a]	Tujunga Avenue & Riverside Drive/Camarillo Street	A.M.	0.981	E	1.011	F	0.030	YES	0.995	E	0.014	YES
			P.M.	0.899	D	0.901	E	0.002	NO	0.891	D	-0.008	NO
4.	[a]	Tujunga Avenue & Ventura Boulevard	A.M.	0.525	A	0.539	A	0.014	NO	0.519	A	-0.006	NO
			P.M.	0.706	C	0.725	C	0.019	NO	0.705	C	-0.001	NO
5.	[a]	Eureka Drive & Ventura Boulevard	A.M.	0.501	A	0.519	A	0.018	NO	0.499	A	-0.002	NO
			P.M.	0.578	A	0.597	A	0.019	NO	0.577	A	-0.001	NO
6.	[a]	Lankershim Boulevard & Magnolia Boulevard	A.M.	0.899	D	0.908	E	0.009	NO	0.907	E	0.008	NO
			P.M.	0.797	C	0.799	C	0.002	NO	0.799	C	0.002	NO
7.	[a]	Studio City Place & Ventura Boulevard	A.M.	0.445	A	0.462	A	0.017	NO	0.442	A	-0.003	NO
			P.M.	0.589	A	0.610	B	0.021	NO	0.590	A	0.001	NO
8.	[a]	Vineland Avenue & Magnolia Boulevard	A.M.	0.826	D	0.828	D	0.002	NO	0.828	D	0.002	NO
			P.M.	1.014	F	1.020	F	0.006	NO	1.020	F	0.006	NO
9.	[a]	Vineland Avenue/Lankershim Boulevard & Camarillo Street	A.M.	1.046	F	1.069	F	0.023	YES	1.057	F	0.011	YES
			P.M.	0.859	D	0.863	D	0.004	NO	0.852	D	-0.007	NO
10.	[a]	Vineland Avenue & Riverside Drive	A.M.	0.895	D	0.937	E	0.042	YES	0.919	E	0.024	YES
			P.M.	0.638	B	0.640	B	0.002	NO	0.630	B	-0.008	NO
11.	[a]	Vineland Avenue & Moorpark Street	A.M.	0.922	E	0.927	E	0.005	NO	0.927	E	0.005	NO
			P.M.	0.875	D	0.880	D	0.005	NO	0.879	D	0.004	NO
12.	[a]	Vineland Avenue & Whipple Street	A.M.	0.446	A	0.446	A	0.000	NO	0.446	A	0.000	NO
			P.M.	0.383	A	0.384	A	0.001	NO	0.384	A	0.001	NO
13.	[a]	Vineland Avenue & US 101 NB Off-Ramp	A.M.	0.338	A	0.339	A	0.001	NO	0.339	A	0.001	NO
			P.M.	0.313	A	0.316	A	0.003	NO	0.316	A	0.003	NO
14.	[a]	Vineland Avenue & Ventura Boulevard	A.M.	0.747	C	0.792	C	0.045	YES	0.769	C	0.022	NO
			P.M.	0.863	D	0.899	D	0.036	YES	0.876	D	0.013	NO
15.	[b]	SR 134 EB On-Ramp e/o Vineland Avenue & Riverside Drive	A.M.	72.7	F	72.7	F			72.7	F		
			P.M.	45.3	E	45.7	E			45.7	E		
			A.M.	1.029	F	1.029	F	0.000	NO	1.029	F	0.000	NO
			P.M.	0.958	E	0.958	E	0.000	NO	0.958	E	0.000	NO
16.	[a]	Plaza Parkway & Ventura Boulevard	A.M.	0.587	A	0.625	B	0.038	NO	0.605	B	0.018	NO
			P.M.	0.422	A	0.443	A	0.021	NO	0.422	A	0.000	NO
17.	[a]	Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard	A.M.	0.471	A	0.493	A	0.022	NO	0.472	A	0.001	NO
			P.M.	0.459	A	0.485	A	0.026	NO	0.461	A	0.002	NO
18.	[a]	Lankershim Boulevard & SR 134 WB Off-Ramp	A.M.	0.775	C	0.805	D	0.030	YES	0.792	C	0.017	NO
			P.M.	0.474	A	0.495	A	0.021	NO	0.482	A	0.008	NO
19.	[a]	Lankershim Boulevard & Riverside Drive	A.M.	0.979	E	1.051	F	0.072	YES	1.040	F	0.061	YES
			P.M.	0.843	D	0.856	D	0.013	NO	0.797	C	-0.046	NO
20.	[a]	Lankershim Boulevard & Moorpark Street	A.M.	1.113	F	1.191	F	0.078	YES	1.000	E	-0.113	NO
			P.M.	0.943	E	0.970	E	0.027	YES	0.966	E	0.023	YES
21.	[a]	Lankershim Boulevard & Whipple Street	A.M.	0.779	C	0.857	D	0.078	YES	0.845	D	0.066	YES
			P.M.	0.347	A	0.380	A	0.033	NO	0.376	A	0.029	NO
22.	[a]	US 101 NB Ramps & Campo de Cahuenga Way	A.M.	0.114	A	0.141	A	0.027	NO	0.139	A	0.025	NO
			P.M.	0.494	A	0.526	A	0.032	NO	0.518	A	0.024	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

TABLE 31 (continued)
FUTURE CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
23.	[a]	Metro Driveway & Campo de Cahuenga Way	A.M.	0.021	A	0.168	A	0.147	NO	0.151	A	0.130	NO
			P.M.	0.299	A	0.504	A	0.205	NO	0.485	A	0.186	NO
24.	[a]	Cahuenga Boulevard & Magnolia Boulevard	A.M.	1.280	F	1.301	F	0.021		0.957	E	-0.323	NO
			P.M.	1.008	F	1.013	F	0.005	NO	0.720	C	-0.288	NO
25.	[a]	Cahuenga Boulevard & Huston Street	A.M.	0.747	C	0.766	C	0.019	NO	0.764	C	0.017	NO
			P.M.	0.477	A	0.483	A	0.006	NO	0.483	A	0.006	NO
26.	[a]	Cahuenga Boulevard & Camarillo Street	A.M.	1.111	F	1.131	F	0.020		1.119	F	0.008	NO
			P.M.	0.809	D	0.816	D	0.007	NO	0.805	D	-0.004	NO
27.	[a]	Cahuenga Boulevard & SR 134 WB Off-Ramp	A.M.	0.501	A	0.584	A	0.083	NO	0.584	A	0.083	NO
			P.M.	0.432	A	0.445	A	0.013	NO	0.443	A	0.011	NO
28.	[a]	Cahuenga Boulevard & SR 134 EB Ramps	A.M.	0.795	C	0.816	D	0.021		0.741	C	-0.054	NO
			P.M.	0.683	B	0.771	C	0.088		0.685	B	0.002	NO
29.	[a]	Cahuenga Boulevard & Riverside Drive	A.M.	0.827	D	0.885	D	0.058		0.870	D	0.043	YES
			P.M.	0.916	E	0.977	E	0.061		0.886	D	-0.030	NO
30.	[a]	Cahuenga Boulevard & Moorpark Street	A.M.	0.746	C	0.875	D	0.129		0.852	D	0.106	YES
			P.M.	0.720	C	0.859	D	0.139		0.837	D	0.117	YES
31.	[a]	Cahuenga Boulevard & Whipple Street	A.M.	0.418	A	0.507	A	0.089	NO	0.497	A	0.079	NO
			P.M.	0.275	A	0.409	A	0.134	NO	0.397	A	0.122	NO
32.	[c]	Cahuenga Boulevard & Valley Spring Lane	A.M.	38.7	E	75.8	F			69.9	F		
			P.M.	34.5	D	**	F			**	F		
			A.M.	0.582	A	0.696	B	0.114	NO	0.683	B	0.101	NO
			P.M.	0.471	A	0.648	B	0.177	NO	0.633	B	0.162	NO
33.	[a]	Lankershim Boulevard & Cahuenga Boulevard	A.M.	0.556	A	0.667	B	0.111	NO	0.653	B	0.097	NO
			P.M.	0.391	A	0.505	A	0.114	NO	0.492	A	0.101	NO
34.	[a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M.	0.393	A	0.528	A	0.135	NO	0.487	A	0.094	NO
			P.M.	0.406	A	0.671	B	0.265	NO	0.539	A	0.133	NO
35.	[a]	Lankershim Boulevard & Main Street	A.M.	0.505	A	0.627	B	0.122	NO	0.565	A	0.060	NO
			P.M.	0.413	A	0.659	B	0.246	NO	0.509	A	0.096	NO
36.	[a]	Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	A.M.	0.723	C	0.761	C	0.038	NO	0.685	B	-0.038	NO
			P.M.	0.739	C	0.931	E	0.192		0.778	C	0.039	NO
37.	[a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M.	0.601	B	0.687	B	0.086	NO	0.678	B	0.077	NO
			P.M.	0.505	A	0.589	A	0.084	NO	0.581	A	0.076	NO
38.	[a], [d]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M.	0.779	C	0.797	C	0.018	NO	0.795	C	0.016	NO
			P.M.	0.683	B	0.719	C	0.036	NO	0.713	C	0.030	NO
39.	[a]	US 101 SB Ramps/Regal Place & Cahuenga Boulevard	A.M.	0.675	B	0.698	B	0.023	NO	0.698	B	0.023	NO
			P.M.	0.590	A	0.603	B	0.013	NO	0.601	B	0.011	NO
40.	[a]	Ledge Avenue/Moorpark Way & Riverside Drive	A.M.	0.720	C	0.819	D	0.099		0.678	B	-0.042	NO
			P.M.	0.718	C	0.844	D	0.126		0.748	C	0.030	NO
41.	[a]	Forman Avenue & Riverside Drive	A.M.	0.547	A	0.585	A	0.038	NO	0.582	A	0.035	NO
			P.M.	0.600	A	0.665	B	0.065	NO	0.661	B	0.061	NO
42.	[a]	Broadlawn Drive & Cahuenga Boulevard	A.M.	0.531	A	0.541	A	0.010	NO	0.539	A	0.008	NO
			P.M.	0.329	A	0.356	A	0.027	NO	0.353	A	0.024	NO
43.	[a]	Universal Center Drive/Universal Studios Boulevard & Coral Drive/Buddy Holly Drive	A.M.	0.210	A	0.210	A	0.000	NO	0.210	A	0.000	NO
			P.M.	0.420	A	0.420	A	0.000	NO	0.420	A	0.000	NO
44.	[a]	Universal Studios Boulevard & Cahuenga Boulevard	A.M.	0.539	A	0.548	A	0.009	NO	0.548	A	0.009	NO
			P.M.	0.456	A	0.474	A	0.018	NO	0.471	A	0.015	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
[d] Denotes CMP arterial monitoring station.
** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 31 (continued)
FUTURE CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
45.	[a]	Oakshire Drive & Cahuenga Boulevard	A.M. P.M.	0.589 0.512	A A	0.600 0.529	A A	0.011 0.017	NO NO	0.599 0.526	A A	0.010 0.014	NO NO
46.	[a]	US 101 SB Ramps w/o Barham Boulevard/Cahuenga Boulevard & Cahuenga Boulevard	A.M. P.M.	0.999 0.864	E D	1.005 0.867	F D	0.006 0.003	NO NO	1.005 0.864	F D	0.006 0.000	NO NO
47.	[a]	Barham Boulevard & Cahuenga Boulevard	A.M. P.M.	0.908 1.010	E F	0.915 1.026	E F	0.007 0.016	NO [redacted]	0.914 0.881	E D	0.006 -0.129	NO NO
48.	[a]	Barham Boulevard & Buddy Holly Drive/Cahuenga Bouleyard	A.M. P.M.	0.877 0.803	D D	0.877 0.809	D D	0.000 0.006	NO NO	0.877 0.808	D D	0.000 0.005	NO NO
49.	[a]	Oakcrest Drive & Cahuenga Boulevard	A.M. P.M.	0.824 0.563	D A	0.831 0.569	D A	0.007 0.006	NO NO	0.830 0.569	D A	0.006 0.006	NO NO
50.	[a]	Mulholland Drive & Cahuenga Boulevard	A.M. P.M.	0.846 0.788	D C	0.852 0.797	D C	0.006 0.009	NO NO	0.852 0.796	D C	0.006 0.008	NO NO
51.	[a]	Cahuenga Boulevard & Hillpark Drive	A.M. P.M.	0.730 0.581	C A	0.735 0.581	C A	0.005 0.000	NO NO	0.735 0.581	C A	0.005 0.000	NO NO
52.	[a]	Barham Boulevard & De Witt Drive	A.M. P.M.	0.849 0.765	D C	0.854 0.769	D C	0.005 0.004	NO NO	0.853 0.768	D C	0.004 0.003	NO NO
53.	[a]	Barham Boulevard & Lake Hollywood Drive	A.M. P.M.	0.907 0.902	E E	0.909 0.905	E E	0.002 0.003	NO NO	0.908 0.905	E E	0.001 0.003	NO NO
54.	[a]	Barham Boulevard & Coyote Canyon Road	A.M. P.M.	0.822 0.733	D C	0.825 0.735	D C	0.003 0.002	NO NO	0.825 0.735	D C	0.003 0.002	NO NO
55.	[a]	Barham Boulevard & Lakeside Plaza Drive/Forest Lawn Drive	A.M. P.M.	1.074 0.952	F E	1.077 0.955	F E	0.003 0.003	NO NO	1.077 0.955	F E	0.003 0.003	NO NO
56.	[a]	Warner Brothers Studios Gate 7/Gate 8 & Forest Lawn Drive	A.M. P.M.	0.499 0.381	A A	0.499 0.381	A A	0.000 0.000	NO NO	0.499 0.381	A A	0.000 0.000	NO NO
57.	[a]	Memorial Drive & Forest Lawn Drive	A.M. P.M.	0.365 0.399	A A	0.365 0.399	A A	0.000 0.000	NO NO	0.365 0.399	A A	0.000 0.000	NO NO
58.	[a]	Mount Senai Drive & Forest Lawn Drive	A.M. P.M.	0.376 0.333	A A	0.376 0.333	A A	0.000 0.000	NO NO	0.376 0.333	A A	0.000 0.000	NO NO
59.	[a]	Forest Lawn Drive & Zoo Drive	A.M. P.M.	0.846 0.575	D A	0.846 0.575	D A	0.000 0.000	NO NO	0.846 0.575	D A	0.000 0.000	NO NO
60.	[c]	Forest Lawn Drive & SR 134 EB Ramps	A.M. P.M. A.M. P.M.	45.4 20.4 1.197 0.720	E C F C	45.4 20.4 1.197 0.720	E C F C	 0.000 0.000	 NO NO	45.4 20.4 1.197 0.720	E C F C	 0.000 0.000	 NO NO
61.	[c]	Forest Lawn Drive & SR 134 WB Ramps	A.M. P.M. A.M. P.M.	** 31.2 0.666 0.358	F D B A	** 31.6 0.667 0.358	F D B A	 0.001 0.001	 NO NO	** 31.6 0.666 0.358	F D B A	 0.000 0.001	 NO NO
62.	[a]	Cahuenga Boulevard/Highland Avenue & Pat Moore Way/US 101 On-Ramps	A.M. P.M.	0.579 0.499	A A	0.584 0.521	A A	0.005 0.022	NO NO	0.584 0.518	A A	0.005 0.019	NO NO
63.	[a]	Highland Avenue & Odin Street	A.M. P.M.	0.699 0.565	B A	0.703 0.574	C A	0.004 0.009	NO NO	0.702 0.573	C A	0.003 0.008	NO NO
64.	[a]	Highland Avenue & Camrose Drive	A.M. P.M.	0.617 0.558	B A	0.621 0.561	B A	0.004 0.003	NO NO	0.619 0.561	B A	0.002 0.003	NO NO
65.	[a], [e]	Highland Avenue & Franklin Avenue	A.M. P.M.	- -	F F	- -	F F	0.004 0.005	NO NO	- -	F F	0.003 0.003	NO NO
66.	[a], [e]	Highland Avenue & Franklin Place/Franklin Avenue	A.M. P.M.	- -	F F	- -	F F	0.004 0.006	NO NO	- -	F F	0.003 0.006	NO NO

Notes:

[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[e] LOS based on field observations. LOS has not been calculated based on the Metro Universal Transportation Model.

** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 31 (continued)
FUTURE CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
67.	[a]	Odin Street & Cahuenga Boulevard	A.M. P.M.	0.417 0.645	A B	0.419 0.646	A B	0.002 0.001	NO NO	0.419 0.646	A B	0.002 0.001	NO NO
68.	[a]	Cahuenga Boulevard & US 101 NB Off-Ramp	A.M. P.M.	0.491 0.858	A D	0.493 0.860	A D	0.002 0.002	NO NO	0.493 0.859	A D	0.002 0.001	NO NO
69.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M. P.M.	0.756 1.216	C F	0.756 1.217	C F	0.000 0.001	NO NO	0.756 1.217	C F	0.000 0.001	NO NO
70.	[a]	Cahuenga Boulevard & Hollywood Boulevard	A.M. P.M.	0.795 0.693	C B	0.795 0.695	C B	0.000 0.002	NO NO	0.795 0.695	C B	0.000 0.002	NO NO
71.	[a]	Vine Street & Franklin Avenue/US 101 SB Off-Ramp	A.M. P.M.	0.429 0.481	A A	0.432 0.482	A A	0.003 0.001	NO NO	0.432 0.482	A A	0.003 0.001	NO NO
72.	[c], [f]	Lankershim Boulevard & Muddy Waters Drive	A.M. P.M. A.M. P.M.	21.8 25.3 0.601 0.613	C D B B	27.1 45.8 0.667 0.719	D E B C	0.066 0.107	NO YES	- - 0.521 0.573	N/A N/A A A	-0.080 -0.040	NO NO
73.	[c]	Lankershim Boulevard & Jimi Hendrix Drive	A.M. P.M. A.M. P.M.	11.7 14.8 0.663 0.583	B B B A	12.2 15.1 0.680 0.598	B C B A	0.018 0.015	NO NO	12.1 15.1 0.679 0.597	B C B A	0.017 0.014	NO NO
74.		Pass Avenue & Magnolia Boulevard	A.M. P.M.	0.479 0.571	A A	0.480 0.572	A A	0.001 0.001	NO NO	0.480 0.572	A A	0.001 0.001	NO NO
75.		Pass Avenue & Verdugo Lane	A.M. P.M.	0.562 0.645	A B	0.565 0.697	A B	0.003 0.052	NO NO	0.564 0.697	A B	0.002 0.052	NO NO
76.		Pass Avenue & Oak Street	A.M. P.M.	0.403 0.460	A A	0.406 0.467	A A	0.003 0.007	NO NO	0.405 0.466	A A	0.002 0.006	NO NO
77.	[g]	Evergreen Street/Riverside Drive & Alameda Avenue	A.M. P.M.	0.607 0.654	B B	0.620 0.682	B B	0.013 0.028	NO NO	0.619 0.680	B B	0.012 0.026	NO NO
78.		Pass Avenue & SR 134 EB Off-Ramp	A.M. P.M.	0.559 0.529	A A	0.561 0.533	A A	0.002 0.004	NO NO	0.561 0.532	A A	0.002 0.003	NO NO
79.	[g]	Pass Avenue & Alameda Avenue	A.M. P.M.	0.669 0.792	B C	0.682 0.816	B D	0.013 0.024	NO YES	0.650 0.783	B C	-0.019 -0.009	NO NO
80.	[g]	Pass Avenue & Riverside Drive	A.M. P.M.	0.540 0.412	A A	0.548 0.424	A A	0.008 0.012	NO NO	0.548 0.423	A A	0.008 0.011	NO NO
81.	[g]	Olive Avenue & Pass Avenue	A.M. P.M.	0.724 0.816	C D	0.727 0.819	C D	0.003 0.003	NO NO	0.727 0.819	C D	0.003 0.003	NO NO
82.	[g]	Olive Avenue & Warner Brothers Studios Gate 2/Gate 3	A.M. P.M.	0.484 0.569	A A	0.486 0.571	A A	0.002 0.002	NO NO	0.485 0.570	A A	0.001 0.001	NO NO
83.	[g]	Olive Avenue & Warner Brothers Studios Gate 1/Lakeside Drive	A.M. P.M.	0.498 0.593	A A	0.498 0.595	A A	0.000 0.002	NO NO	0.498 0.595	A A	0.000 0.002	NO NO
84.	[g]	Hollywood Way & Alameda Avenue	A.M. P.M.	0.896 0.824	D D	0.905 0.831	E D	0.009 0.007	NO NO	0.905 0.831	E D	0.009 0.007	NO NO
85.	[g]	Cordova Street/SR 134 WB Off-Ramp & Alameda Avenue	A.M. P.M.	0.721 0.643	C B	0.727 0.667	C B	0.006 0.024	NO NO	0.727 0.665	C B	0.006 0.022	NO NO
86.	[g]	Hollywood Way & Olive Avenue	A.M. P.M.	0.618 0.820	B D	0.620 0.831	B D	0.002 0.011	NO NO	0.620 0.829	B D	0.002 0.009	NO NO
87.	[g]	Olive Avenue & Riverside Drive	A.M. P.M.	0.677 0.652	B B	0.678 0.659	B B	0.001 0.007	NO NO	0.678 0.657	B B	0.001 0.005	NO NO
88.	[g]	Lima Street & Olive Avenue	A.M. P.M.	0.461 0.451	A A	0.463 0.455	A A	0.002 0.004	NO NO	0.463 0.455	A A	0.002 0.004	NO NO

Notes:
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[f] Intersection is signalized as part of Project mitigation.
[g] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

TABLE 31 (continued)
FUTURE CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
89.	[g]	Olive Avenue & Alameda Avenue	A.M.	0.713	C	0.722	C	0.009	NO	0.721	C	0.008	NO
			P.M.	0.581	A	0.600	A	0.019	NO	0.597	A	0.016	NO
90.		California Street & Riverside Drive	A.M.	0.394	A	0.395	A	0.001	NO	0.395	A	0.001	NO
			P.M.	0.431	A	0.432	A	0.001	NO	0.432	A	0.001	NO
91.	[g]	Bob Hope Drive & Alameda Avenue	A.M.	0.670	B	0.673	B	0.003	NO	0.673	B	0.003	NO
			P.M.	0.711	C	0.726	C	0.015	NO	0.724	C	0.013	NO
92.	[g]	Buena Vista Street & Alameda Avenue	A.M.	0.718	C	0.720	C	0.002	NO	0.720	C	0.002	NO
			P.M.	0.837	D	0.846	D	0.009	NO	0.846	D	0.008	NO
93.		Buena Vista Street/SR 134 EB On-Ramp & Riverside Drive/SR 134 WB Ramps	A.M.	0.859	D	0.859	D	0.000	NO	0.859	D	0.000	NO
			P.M.	0.846	D	0.846	D	0.000	NO	0.846	D	0.000	NO
94.	[c]	SR 134 EB On-Ramp/Screenland Drive & Riverside Drive	A.M.	24.2	C	25.3	D			25.2	D		
			P.M.	28.3	D	32.0	D			31.7	D		
			A.M.	0.679	B	0.679	B	0.000	NO	0.679	B	0.000	NO
			P.M.	0.625	B	0.626	B	0.001	NO	0.626	B	0.001	NO
95.	[g]	Buena Vista Street & Olive Avenue	A.M.	0.914	E	0.915	E	0.001	NO	0.915	E	0.001	NO
			P.M.	0.856	D	0.857	D	0.001	NO	0.857	D	0.001	NO
96.	[a], [d]	Sepulveda Boulevard & Ventura Boulevard	A.M.	1.070	F	1.073	F	0.003	NO	1.059	F	-0.011	NO
			P.M.	1.298	F	1.298	F	0.000	NO	1.298	F	0.000	NO
97.	[a]	Noble Avenue & Ventura Boulevard	A.M.	0.633	B	0.639	B	0.006	NO	0.620	B	-0.013	NO
			P.M.	0.745	C	0.746	C	0.001	NO	0.727	C	-0.018	NO
98.	[a]	Kester Avenue & Ventura Boulevard	A.M.	0.681	B	0.681	B	0.000	NO	0.669	B	-0.012	NO
			P.M.	0.671	B	0.673	B	0.002	NO	0.655	B	-0.016	NO
99.	[a]	Willis Avenue & Ventura Boulevard	A.M.	0.477	A	0.483	A	0.006	NO	0.465	A	-0.012	NO
			P.M.	0.584	A	0.590	A	0.006	NO	0.571	A	-0.013	NO
100.	[a]	Cedros Avenue (West) & Ventura Boulevard	A.M.	0.594	A	0.600	A	0.006	NO	0.581	A	-0.013	NO
			P.M.	0.809	D	0.816	D	0.007	NO	0.797	C	-0.012	NO
101.	[a]	Cedros Avenue (East) & Ventura Boulevard	A.M.	0.858	D	0.865	D	0.007	NO	0.845	D	-0.013	NO
			P.M.	0.737	C	0.739	C	0.002	NO	0.720	C	-0.017	NO
102.	[a]	Van Nuys Boulevard & Ventura Boulevard	A.M.	0.881	D	0.882	D	0.001	NO	0.861	D	-0.020	NO
			P.M.	1.069	F	1.077	F	0.008	NO	1.056	F	-0.013	NO
103.	[a]	Tyrone Avenue/Beverly Glen Boulevard & Ventura Boulevard	A.M.	0.626	B	0.633	B	0.007	NO	0.614	B	-0.012	NO
			P.M.	0.797	C	0.799	C	0.002	NO	0.780	C	-0.017	NO
104.	[a]	Hazeltine Avenue (West) & Ventura Boulevard	A.M.	0.690	B	0.690	B	0.000	NO	0.672	B	-0.018	NO
			P.M.	0.679	B	0.687	B	0.008	NO	0.667	B	-0.012	NO
105.	[a]	Stern Avenue (West) & Ventura Boulevard	A.M.	0.435	A	0.435	A	0.000	NO	0.417	A	-0.018	NO
			P.M.	0.466	A	0.475	A	0.009	NO	0.455	A	-0.011	NO
106.	[a], [d]	Woodman Avenue & Ventura Boulevard	A.M.	0.642	B	0.643	B	0.001	NO	0.626	B	-0.017	NO
			P.M.	0.659	B	0.667	B	0.008	NO	0.648	B	-0.011	NO
107.	[a]	Sunnyslope Avenue & Ventura Boulevard	A.M.	0.432	A	0.441	A	0.009	NO	0.421	A	-0.011	NO
			P.M.	0.457	A	0.465	A	0.008	NO	0.445	A	-0.011	NO
108.	[a]	Dixie Canyon Avenue & Ventura Boulevard	A.M.	0.454	A	0.463	A	0.009	NO	0.443	A	-0.011	NO
			P.M.	0.537	A	0.545	A	0.008	NO	0.527	A	-0.010	NO
109.	[a]	Fulton Avenue & Ventura Boulevard	A.M.	0.635	B	0.644	B	0.009	NO	0.625	B	-0.010	NO
			P.M.	0.705	C	0.715	C	0.010	NO	0.695	B	-0.010	NO
110.	[a]	Valley Vista Boulevard/Ethel Avenue & Ventura Boulevard	A.M.	0.547	A	0.559	A	0.012	NO	0.539	A	-0.008	NO
			P.M.	0.565	A	0.572	A	0.007	NO	0.553	A	-0.012	NO

Notes:

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[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[d] Denotes CMP arterial monitoring station.

[g] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

TABLE 31 (continued)
FUTURE CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
			V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
111. [a]	Coldwater Canyon Avenue &	A.M.	0.920	E	0.931	E	0.011		0.910	E	-0.010	NO
	Ventura Boulevard	P.M.	1.191	F	1.203	F	0.012		1.181	F	-0.010	NO
112. [a]	Whitsett Avenue/Laurel Terrace Drive &	A.M.	0.585	A	0.598	A	0.013	NO	0.576	A	-0.009	NO
	Ventura Boulevard	P.M.	0.738	C	0.753	C	0.015	NO	0.731	C	-0.007	NO
113. [a]	Laurelgrove Avenue &	A.M.	0.479	A	0.492	A	0.013	NO	0.472	A	-0.007	NO
	Ventura Boulevard	P.M.	0.618	B	0.633	B	0.015	NO	0.613	B	-0.005	NO
114. [a]	Vantage Avenue &	A.M.	0.531	A	0.545	A	0.014	NO	0.525	A	-0.006	NO
	Ventura Boulevard	P.M.	0.575	A	0.590	A	0.015	NO	0.570	A	-0.005	NO
115. [a], [d]	Laurel Canyon Boulevard &	A.M.	0.901	E	0.915	E	0.014	YES	0.893	D	-0.008	NO
	Ventura Boulevard	P.M.	0.935	E	0.951	E	0.016	YES	0.929	E	-0.006	NO
116. [a]	Radford Avenue/Ventura Place &	A.M.	0.492	A	0.507	A	0.015	NO	0.499	A	-0.008	NO
	Ventura Boulevard	P.M.	0.584	A	0.590	A	0.006	NO	0.570	A	-0.014	NO
117. [b]	US 101 SB On-Ramp n/o Lankershim Boulevard &	A.M.	0.0	A	0.0	A			0.0	A		
	Ventura Boulevard	P.M.	0.0	A	0.0	A			0.0	A		
		A.M.	0.598	A	0.598	A	0.000	NO	0.575	A	-0.023	NO
		P.M.	0.398	A	0.391	A	-0.007	NO	0.368	A	-0.030	NO
118. [a]	Lankershim Boulevard/Tujunga Avenue &	A.M.	1.051	F	1.058	F	0.007	NO	1.057	F	0.006	NO
	Burbank Boulevard	P.M.	0.908	E	0.914	E	0.006	NO	0.913	E	0.005	NO
119. [a]	Vineland Avenue &	A.M.	0.665	B	0.671	B	0.006	NO	0.671	B	0.006	NO
	Burbank Boulevard	P.M.	0.604	B	0.611	B	0.007	NO	0.611	B	0.007	NO
120. [a]	Cahuenga Boulevard &	A.M.	0.705	C	0.720	C	0.015	NO	0.719	C	0.014	NO
	Burbank Boulevard	P.M.	0.712	C	0.721	C	0.009	NO	0.720	C	0.008	NO
121. [a]	Cahuenga Boulevard &	A.M.	0.330	A	0.340	A	0.010	NO	0.339	A	0.009	NO
	Chandler Boulevard	P.M.	0.513	A	0.524	A	0.011	NO	0.523	A	0.010	NO
122.	La Cienega Boulevard &	A.M.	0.703	C	0.705	C	0.002	NO	0.705	C	0.002	NO
	Sunset Boulevard	P.M.	1.079	F	1.081	F	0.002	NO	1.081	F	0.002	NO
123. [d]	La Cienega Boulevard &	A.M.	1.007	F	1.007	F	0.000	NO	1.007	F	0.000	NO
	Santa Monica Boulevard	P.M.	0.881	D	0.881	D	0.000	NO	0.881	D	0.000	NO
124. [a]	Laurel Canyon Boulevard &	A.M.	0.482	A	0.487	A	0.005	NO	0.487	A	0.005	NO
	Hollywood Boulevard	P.M.	0.696	B	0.696	B	0.000	NO	0.696	B	0.000	NO
125. [a]	Crescent Heights Boulevard &	A.M.	0.987	E	0.994	E	0.007	NO	0.993	E	0.006	NO
	Sunset Boulevard	P.M.	0.878	D	0.878	D	0.000	NO	0.878	D	0.000	NO
126. [a]	Fairfax Avenue &	A.M.	0.843	D	0.845	D	0.002	NO	0.845	D	0.002	NO
	Hollywood Boulevard	P.M.	0.755	C	0.755	C	0.000	NO	0.755	C	0.000	NO
127. [a]	Fairfax Avenue &	A.M.	0.643	B	0.645	B	0.002	NO	0.646	B	0.002	NO
	Sunset Boulevard	P.M.	0.784	C	0.785	C	0.001	NO	0.785	C	0.001	NO
128. [a], [e]	La Brea Avenue &	A.M.	-	E	-	E	0.002	NO	-	E	0.002	NO
	Franklin Avenue	P.M.	-	E	-	E	0.004	NO	-	E	0.004	NO
129. [a]	La Brea Avenue &	A.M.	0.861	D	0.866	D	0.005	NO	0.866	D	0.005	NO
	Hollywood Boulevard	P.M.	0.802	D	0.807	D	0.005	NO	0.807	D	0.005	NO
130. [a]	La Brea Avenue &	A.M.	0.812	D	0.815	D	0.003	NO	0.814	D	0.002	NO
	Sunset Boulevard	P.M.	0.891	D	0.899	D	0.008	NO	0.897	D	0.006	NO
131.	La Brea Avenue &	A.M.	0.959	E	0.962	E	0.003	NO	0.962	E	0.003	NO
	Fountain Avenue	P.M.	0.903	E	0.905	E	0.002	NO	0.905	E	0.002	NO
132.	La Brea Avenue &	A.M.	0.842	D	0.845	D	0.003	NO	0.845	D	0.003	NO
	Santa Monica Boulevard	P.M.	0.900	D	0.902	E	0.002	NO	0.902	E	0.002	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
[d] Denotes CMP arterial monitoring station.
[e] LOS based on field observations. LOS has not been calculated based on the Metro Universal Transportation Model.

TABLE 31 (continued)
FUTURE CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
133.	[a], [e]	Highland Avenue & Hollywood Boulevard	A.M.	-	F	-	F	0.006	NO	-	F	0.006	NO
			P.M.	-	F	-	F	0.011		-	F	0.009	NO
134.	[a]	Highland Avenue & Sunset Boulevard	A.M.	0.703	C	0.710	C	0.007	NO	0.709	C	0.006	NO
			P.M.	0.725	C	0.736	C	0.011	NO	0.735	C	0.010	NO
135.	[a]	Highland Avenue & Fountain Avenue	A.M.	0.871	D	0.872	D	0.001	NO	0.872	D	0.001	NO
			P.M.	0.690	B	0.694	B	0.004	NO	0.693	B	0.003	NO
136.	[a], [d]	Highland Avenue & Santa Monica Boulevard	A.M.	0.807	D	0.807	D	0.000	NO	0.807	D	0.000	NO
			P.M.	0.838	D	0.839	D	0.001	NO	0.839	D	0.001	NO
137.	[a]	Kester Avenue (East) & Ventura Boulevard	A.M.	0.553	A	0.558	A	0.005	NO	0.558	A	0.005	NO
			P.M.	0.917	E	0.923	E	0.006	NO	0.923	E	0.006	NO
138.		San Vicente Boulevard/Clark St & Sunset Boulevard	A.M.	0.852	D	0.855	D	0.003	NO	0.855	D	0.003	NO
			P.M.	0.985	E	0.988	E	0.003	NO	0.988	E	0.003	NO
139.	[a]	Cahuenga Boulevard & Sunset Boulevard	A.M.	0.826	D	0.827	D	0.001	NO	0.827	D	0.001	NO
			P.M.	0.724	C	0.725	C	0.001	NO	0.725	C	0.001	NO
140.	[a]	Lankershim Boulevard & Chandler Boulevard (North)	A.M.	0.394	A	0.401	A	0.007	NO	0.400	A	0.006	NO
			P.M.	0.223	A	0.225	A	0.002	NO	0.225	A	0.002	NO
141.	[a]	SR 170 SB Ramps & Magnolia Boulevard	A.M.	0.603	B	0.608	B	0.005	NO	0.607	B	0.004	NO
			P.M.	0.525	A	0.526	A	0.001	NO	0.526	A	0.001	NO
142.	[a]	SR 170 NB Ramps & Magnolia Boulevard	A.M.	0.434	A	0.441	A	0.007	NO	0.439	A	0.005	NO
			P.M.	0.516	A	0.520	A	0.004	NO	0.520	A	0.004	NO
143.	[b]	Tujunga Avenue & SR 170 NB On-Ramp/Private Driveway	A.M.	12.4	B	12.4	B			12.4	B		
			P.M.	11.1	B	11.1	B			11.1	B		
			A.M.	0.635	B	0.635	B	0.000	NO	0.635	B	0.000	NO
			P.M.	0.630	B	0.630	B	0.000	NO	0.630	B	0.000	NO
144.	[a]	Coldwater Canyon Avenue & US 101 NB Ramps	A.M.	0.458	A	0.459	A	0.001	NO	0.459	A	0.001	NO
			P.M.	0.456	A	0.457	A	0.001	NO	0.456	A	0.000	NO
145.	[a]	Coldwater Canyon Avenue & US 101 SB Ramps	A.M.	0.535	A	0.536	A	0.001	NO	0.536	A	0.001	NO
			P.M.	0.470	A	0.470	A	0.000	NO	0.470	A	0.000	NO
146.	[a]	Coldwater Canyon Avenue & Moorpark Street	A.M.	0.791	C	0.791	C	0.000	NO	0.781	C	-0.010	NO
			P.M.	0.873	D	0.873	D	0.000	NO	0.863	D	-0.010	NO
147.	[a]	Laurel Canyon Boulevard & US 101 NB Ramps	A.M.	0.612	B	0.612	B	0.000	NO	0.612	B	0.000	NO
			P.M.	0.552	A	0.553	A	0.001	NO	0.553	A	0.001	NO
148.	[a]	Laurel Canyon Boulevard & US 101 SB Ramps	A.M.	0.538	A	0.538	A	0.000	NO	0.538	A	0.000	NO
			P.M.	0.578	A	0.578	A	0.000	NO	0.578	A	0.000	NO
149.	[a]	Laurel Canyon Boulevard & Moorpark Street	A.M.	0.944	E	0.944	E	0.000	NO	0.944	E	0.000	NO
			P.M.	1.109	F	1.109	F	0.000	NO	1.109	F	0.000	NO
150.	[a]	Colfax Avenue & Riverside Drive	A.M.	0.871	D	0.872	D	0.001	NO	0.872	D	0.001	NO
			P.M.	0.775	C	0.776	C	0.001	NO	0.776	C	0.001	NO
151.	[a]	Colfax Avenue & Moorpark Street	A.M.	0.766	C	0.767	C	0.001	NO	0.757	C	-0.009	NO
			P.M.	0.577	A	0.577	A	0.000	NO	0.567	A	-0.010	NO
152.	[a]	Lankershim Boulevard & Chandler Boulevard (South)	A.M.	0.534	A	0.541	A	0.007	NO	0.540	A	0.006	NO
			P.M.	0.387	A	0.393	A	0.006	NO	0.393	A	0.006	NO
153.	[g]	Hollywood Way & Verdugo Avenue	A.M.	0.908	E	0.918	E	0.010		0.917	E	0.009	NO
			P.M.	0.871	D	0.875	D	0.004	NO	0.874	D	0.003	NO
154.	[g]	Hollywood Way & Magnolia Boulevard	A.M.	0.905	E	0.907	E	0.002	NO	0.906	E	0.001	NO
			P.M.	0.904	E	0.906	E	0.002	NO	0.905	E	0.001	NO

Notes:

[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of eyaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.

[d] Denotes CMP arterial monitoring station.

[e] LOS based on field observations. LOS has not been calculated based on the Metro Universal Transportation Model.

TABLE 31 (continued)
FUTURE CONDITIONS (YEAR 2011)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.		Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Change in V/C	Residual Impact?
155.	[g]	Buena Vista Street & Verdugo Avenue	A.M.	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	NO
			P.M.	0.819	D	0.829	D	0.010	NO	0.829	D	0.010	NO
156.	[g]	Buena Vista Street & Magnolia Boulevard	A.M.	0.674	B	0.680	B	0.006	NO	0.679	B	0.005	NO
			P.M.	0.912	E	0.912	E	0.000	NO	0.912	E	0.000	NO
157.	[c]	Tujunga Avenue & US 101 SB Off-Ramp	A.M.	13.3	B	13.3	B			13.3	B		
			P.M.	20.0	C	20.0	C			20.0	C		
			A.M.	0.429	A	0.429	A	0.000	NO	0.429	A	0.000	NO
			P.M.	0.701	C	0.701	C	0.000	NO	0.701	C	0.000	NO
158.	[b]	Tujunga Avenue & US 101 NB On-Ramp	A.M.	10.6	B	10.6	B			10.6	B		
			P.M.	9.8	A	9.8	A			9.8	A		
			A.M.	0.480	A	0.480	A	0.000	NO	0.480	A	0.000	NO
			P.M.	0.532	A	0.532	A	0.000	NO	0.532	A	0.000	NO
159.	[c]	US 101 SB Off-Ramp & Riverside Drive	A.M.	16.4	C	19.7	C			19.2	C		
			P.M.	11.7	B	11.8	B			11.8	B		
			A.M.	0.598	A	0.685	B	0.087	NO	0.676	B	0.078	NO
			P.M.	0.443	A	0.446	A	0.003	NO	0.446	A	0.003	NO
160.	[a]	Vineland Avenue & US 101 SB Ramps	A.M.	0.533	A	0.546	A	0.013	NO	0.555	A	0.022	NO
			P.M.	0.438	A	0.463	A	0.025	NO	0.471	A	0.033	NO
161.	[b]	US 101 NB On-Ramp & Moorpark Street	A.M.	10.4	B	10.4	B			10.4	B		
			P.M.	14.3	B	14.5	B			14.5	B		
			A.M.	0.548	A	0.550	A	0.002	NO	0.549	A	0.001	NO
			P.M.	0.688	B	0.700	B	0.012	NO	0.698	B	0.010	NO
162.	[c]	Cahuenga Boulevard & US 101 SB Ramps	A.M.	**	F	**	F			**	F		
			P.M.	73.9	F	79.3	F			78.5	F		
			A.M.	1.300	F	1.303	F	0.003	NO	1.303	F	0.003	NO
			P.M.	1.517	F	1.525	F	0.008	NO	1.523	F	0.006	NO
163.	[c]	Bob Hope Drive & SR 134 EB Off-Ramp	A.M.	**	F	**	F			**	F		
			P.M.	**	F	**	F			**	F		
			A.M.	0.637	B	0.637	B	0.000	NO	0.637	B	0.000	NO
			P.M.	0.687	B	0.687	B	0.000	NO	0.687	B	0.000	NO
164.	[b]	SR 134 WB On-Ramp & Alameda Avenue	A.M.	16.5	C	16.8	C			16.8	C		
			P.M.	21.1	C	22.2	C			22.1	C		
			A.M.	0.593	A	0.593	A	0.000	NO	0.593	A	0.000	NO
			P.M.	0.739	C	0.739	C	0.000	NO	0.739	C	0.000	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
[c] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
[g] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.
** Indicates oversaturated conditions. Delay cannot be calculated.

TABLE 31 (continued)
FUTURE CONDITIONS (YEAR 2011)
INTERSECTION IMPACT SUMMARY

Level of Service	Number of Impacted Intersections before Mitigation		Number of Impacted Intersections after Mitigation	
	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
C	1	2	0	0
D	6	4	3	1
E	4	4	2	1
F	6	3	2	0
Total	**17**	**13**	**7 [a]**	**2 [a]**
	22		**8 [a]**	

Note:
[a] This analysis conservatively assumes the proposed physical improvements for the intersections of Cahuenga Boulevard & Camarillo Street and Cahuenga Boulevard & Moorpark Street would not be implemented. In the event that these improvements are implemented, the number of impacted intersections after mitigation would be 7 in the A.M. peak hour, 1 in the P.M. peak hour (total of 8 intersections).

VI. CONGESTION MANAGEMENT PROGRAM ANALYSIS

This section presents an analysis of the regional transportation facilities in the vicinity of the Project, in accordance with the TIA procedures outlined for the Los Angeles CMP analysis. As mentioned in Chapter II, a total of six arterial monitoring stations and 16 freeway segments in the Study Area have been identified for the CMP analysis. This section summarizes the results of the analysis for the Existing, the Future with Project and Future with Project with Mitigation scenarios.

CMP ARTERIAL MONITORING STATION ANALYSIS

The CMP TIA guidelines require the intersection LOS calculations using either the Intersection Capacity Utilization (ICU) methodology or the CMA methodology. For agencies computing intersection LOS using the CMA methodology, the CMP requires 1) for dual left-turn lanes, assuming that 55% of the turning volumes would utilize the heavier lane for establishing the critical volume, and 2) calculation of intersection V/C by dividing the sum of critical volumes by a lane capacity of 1,600 vph and adding 0.10 to account for the loss time. The intersection LOS definitions are the same as those described in Table 3. However, due to the different approach in computing the V/C ratios, the LOS may be different under the CMP analysis than the intersection LOS analyses based on the LADOT approach elsewhere in this report.

As mentioned in Chapter II, the following six intersections in the Study Area are classified as CMP arterial monitoring stations:

38. Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard
96. Sepulveda Boulevard & Ventura Boulevard
106. Woodman Avenue & Ventura Boulevard
115. Laurel Canyon Boulevard & Ventura Boulevard
123. La Cienega Boulevard & Santa Monica Boulevard
136. Highland Avenue & Santa Monica Boulevard

Tables 32, 33 and 34 summarize the results of the capacity analysis at the analyzed arterial monitoring intersections for the existing conditions and the future conditions both with and without the proposed mitigations in place for Phase 1, Phase 2 (Option A), and Phase 2 (Option B). Detailed LOS worksheets are provided in Appendix D.

Under existing conditions, two of the arterial monitoring stations are operating at LOS D or better during both the morning and afternoon peak hours. The intersection of La Cienega Boulevard & Santa Monica Boulevard operates at LOS E during the morning peak hour and LOS D during the afternoon peak hour. The intersection of Highland Avenue and La Cienega Boulevard operates at LOS D during the morning peak hour and LOS E during the afternoon peak hour. The intersection of Laurel Canyon and Ventura Boulevard operates at LOS E during both peak hours. The intersection of Sepulveda Boulevard & Ventura Boulevard operates at LOS F during both peak hours.

As mentioned in Chapter IV, a significant project-related impact would be identified if the CMP facility (freeway mainline segment or arterial monitoring station) is projected to operate at LOS F (V/C > 1.00) and if project traffic causes an incremental change in the V/C ratio of 0.02 or greater. The proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of project traffic. As shown in the tables, the Project is not expected to significantly impact any of the CMP arterial monitoring stations based on the criteria set forth by the CMP under the Future with Project with Mitigation conditions for Phase 1 and at full buildout under both options.

CMP FREEWAY SEGMENT ANALYSIS

The Future with Project with Mitigation freeway traffic volumes for Phase 1 are illustrated in Figure 79. Tables 35 and 36 summarize the incremental increase in the V/C ratio that can be attributed to the Project with the mitigations in place during the morning and afternoon peak hours, respectively, for Phase 1. As shown in the tables, significant Project impacts are noted on one segment during both the afternoon peak hour under Phase 1: northbound US 101 north of Campo de Cahuenga Way. Figures 80 and 81 graphically represent the LOS for the

morning and afternoon weekday peak hours at the analyzed segments under Future with Project (Year 2015, Option A) conditions.

The Future with Project with Mitigation freeway traffic volumes for full buildout (Option A) are illustrated in Figure 82. Tables 37 and 38 summarize the incremental increase in the V/C ratio that can be attributed to the Project with the mitigations in place during the morning and afternoon peak hours, respectively, for full buildout under Option A. As shown in the tables, significant Project impacts are noted on three segments during the morning peak hour and three segments in the afternoon peak hour. Figures 83 and 84 graphically represent the LOS for the morning and afternoon weekday peak hours at the analyzed segments under Future with Project (Year 2015, Option A) conditions.

The Future with Project with Mitigation freeway traffic volumes for full buildout (Option B) are illustrated in Figure 85. Tables 39 and 40 summarize the incremental increase in the V/C ratio that can be attributed to the Project with the mitigations in place during the morning and afternoon peak hours, respectively, for full buildout under Option B. Under Option B, the Project would significantly impact two segments in the morning peak hour and three segments in the afternoon peak hour. Figures 86 and 87 graphically represent the LOS for the morning and afternoon weekday peak hours at the analyzed segments under Future with Project (Year 2015, Option A) conditions.

Figures 88, 89, and 90 graphically illustrate the significantly impacted freeway segments under the Future with Project with Mitigation conditions, under Phase 1 and full buildout, Options A and B, respectively.

REGIONAL TRANSIT IMPACT ANALYSIS

This section provides a description of the transit analysis performed in accordance with the CMP TIA guidelines. The CMP transit analysis requirements entail the following components that are described in further detail below:

- Evidence that affected transit operators received the NOP
- Existing transit service in the study area
- Project trip generation estimates
- Project transit trip estimates
- Project components to encourage transit use
- Analysis and mitigation

Notice of Preparation

Metro and LADOT were sent the NOP. A copy of the NOP and the distribution list can be found in the EIR.

Existing Transit Service

Various transit providers including Metro, LADOT, Glendale Bee, Burbank Bus, West Hollywood Cityline, and Santa Clarita Transit provide service within the Study Area. Table 8 and Figure 14 summarizing the various bus transit lines operating in the Study Area can be found in Chapter II of this report. Currently, seven Metro bus lines and the Metro Red Line operate in the vicinity of the Project Site.

Project Trip Generation Estimates

As shown in Table 16, under Option A, the Project is expected to generate 14,161 daily trips on a typical weekday, including approximately 1,733 morning peak hour trips and 1,925 afternoon peak hour trips on a typical weekday before considering TDM/transit credits. As shown in Table 17, under Option B, the Project is expected to generate 14,652 daily trips on a typical weekday, including approximately 1,442 morning peak hour trips and 1,716 afternoon peak hour trips on a typical weekday before considering TDM/transit credits.

Project Transit Trip Estimates

Based on the guidelines outlined in Section B.8.4 of the CMP document, transit trips expected to result from the Project were estimated based on the number of vehicle trips. This methodology assumes an average vehicle occupancy (AVO) factor of 1.40 in order to estimate the number of person trips to and from the Project. The transit trip estimates summarized in Table 41 are based on an estimate that a maximum of 12% of the total person trips may use public transit to travel to and from the Project Site. The TDM program proposed for the Project assumes a 12% reduction in automobile trips. This 12% includes carpools/ vanpools/telecommuting, etc. The analysis in this chapter presents a worst-case analysis by assuming that all 12% use transit. As shown in Table 41, under Option A, the Project is expected to generate approximately 2,379 daily transit trips, including 291 morning peak hour trips and 323 afternoon peak hour trips. Under Option B, the Project is expected to generate approximately 2,462 daily transit trips, including 242 morning peak hour trips and 288 afternoon peak hour trips.

Transit Analysis

Based on the anticipated number of transit trips generated by the Project, an analysis of the potential Project impact on the transit system was conducted. There are a total of approximately 30 buses operating in the vicinity of the Project and the average headway for the Metro Red Line is about 10 minutes during peak hours. Based on an average load factor in the morning and afternoon peak hours in the Project vicinity (developed from existing ridership data for various lines), shown in Table 9, it was determined that there is residual capacity on the existing bus transit system on all lines serving the Project Site except Metro Rapid 750 (serving the Ventura Boulevard corridor). Load factors were calculated based on the average hourly load on the bus and the average hourly capacity on that route (calculated from average headways). The Project is proposing to provide one additional articulated bus to supplement the Metro Rapid 750 transit service and to alleviate the operating conditions along the Ventura Boulevard corridor. Assuming that 25% of the capacity for the additional bus would be available for Project transit trips, the anticipated transit demand on a systemwide basis would be more than satisfied by the proposed

supply. Table 42 summarizes the assumptions, calculations and results from the analysis for both development options in Phase 2.

Project Mitigation

As mentioned above, the Project mitigation measures include provision of one additional bus to be operated by Metro for peak hour operations to add to the existing transit service on the Ventura Boulevard corridor. This improvement would assist in reducing the traffic impacts of the Project. New transit service along with residual capacity on the current lines serving the Project Site would satisfy the transit demands of the Project.

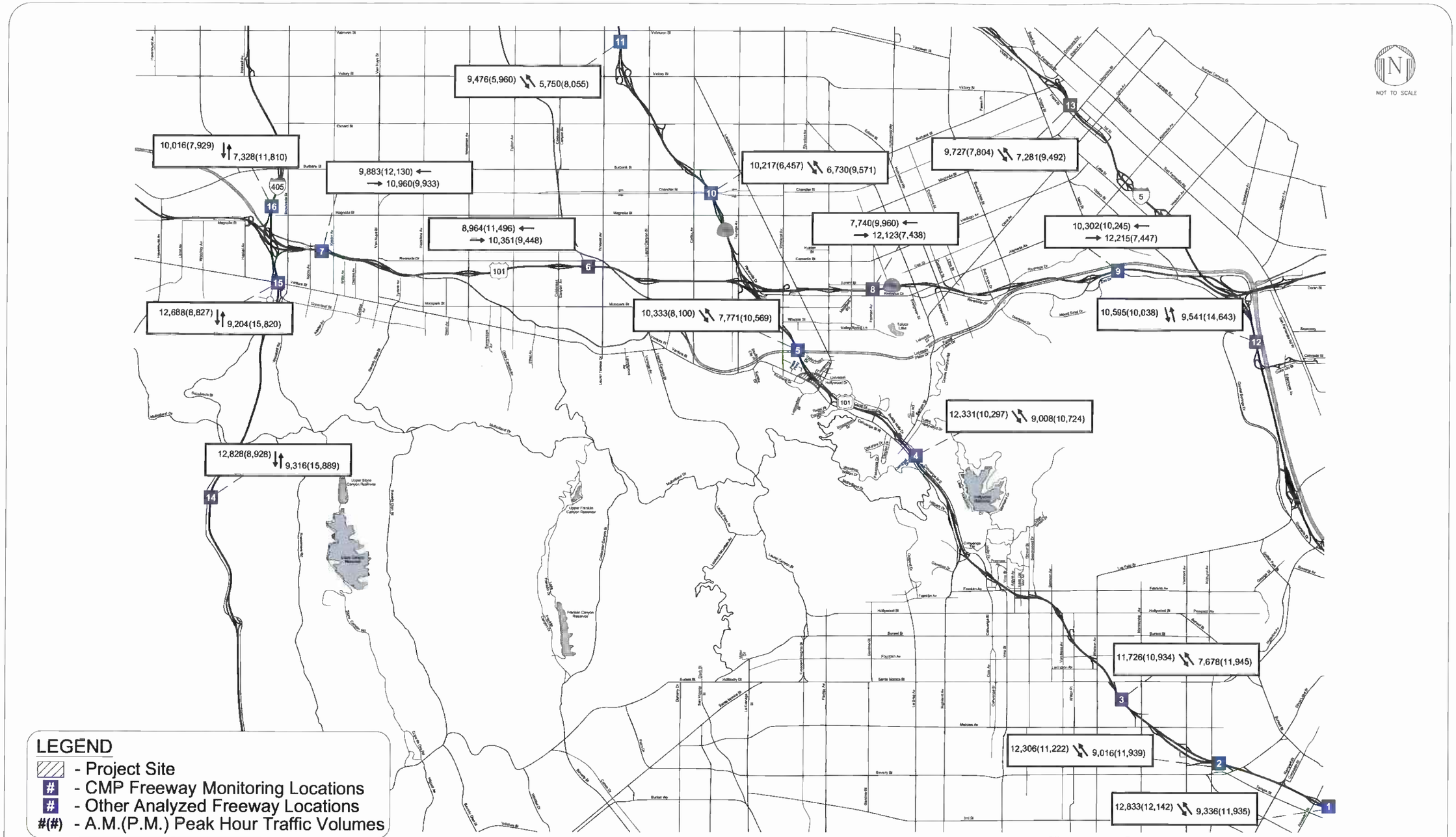

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FIGURE 79
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
FREEWAY SEGMENT PEAK HOUR TRAFFIC VOLUMES

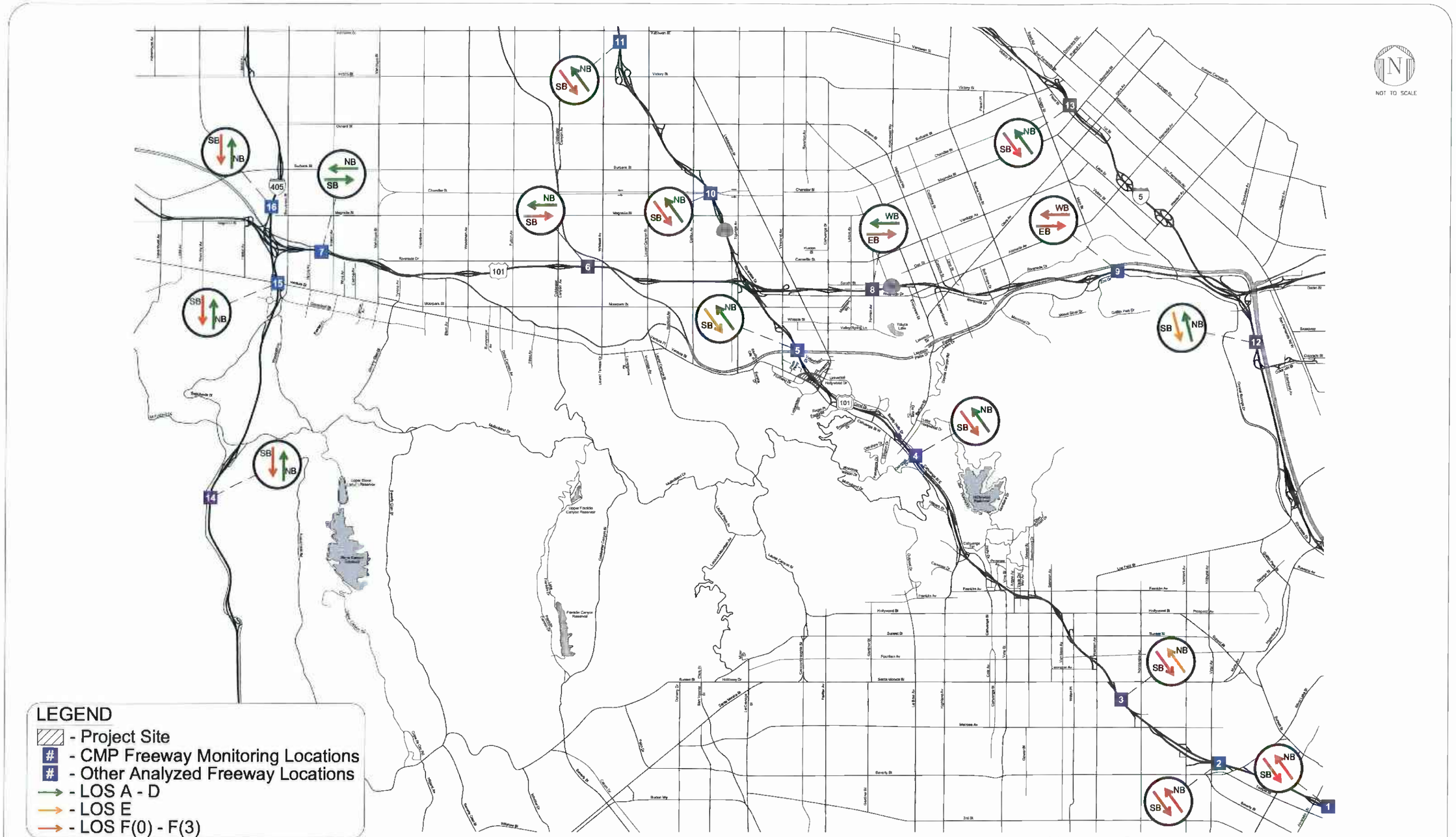

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FIGURE 80
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
FREEWAY SEGMENT LEVEL OF SERVICE - A.M. PEAK HOUR

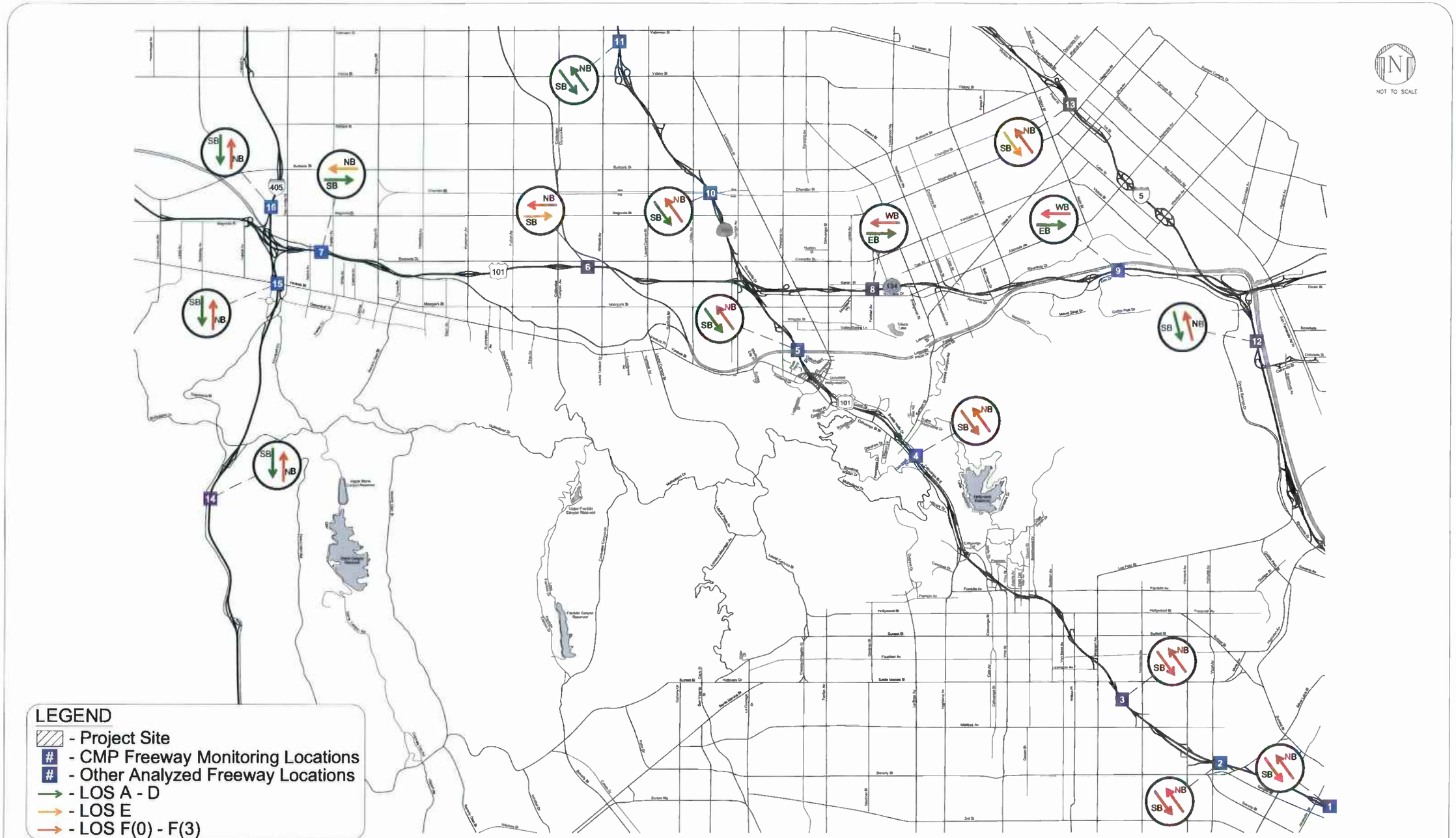

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FIGURE 81
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
FREEWAY SEGMENT LEVEL OF SERVICE - P.M. PEAK HOUR

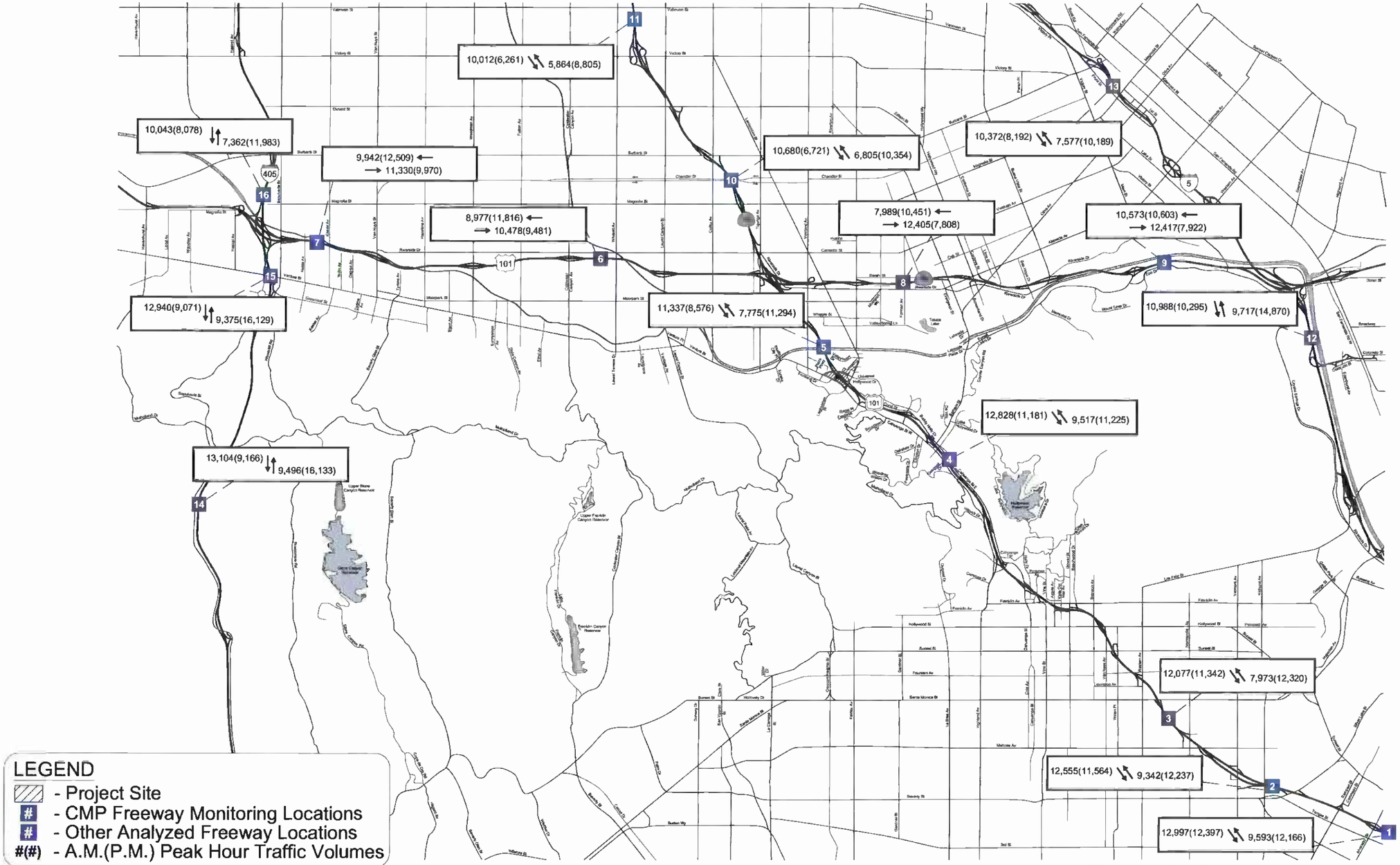

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FIGURE 82
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION A (YEAR 2015)
FREEWAY SEGMENT PEAK HOUR TRAFFIC VOLUMES

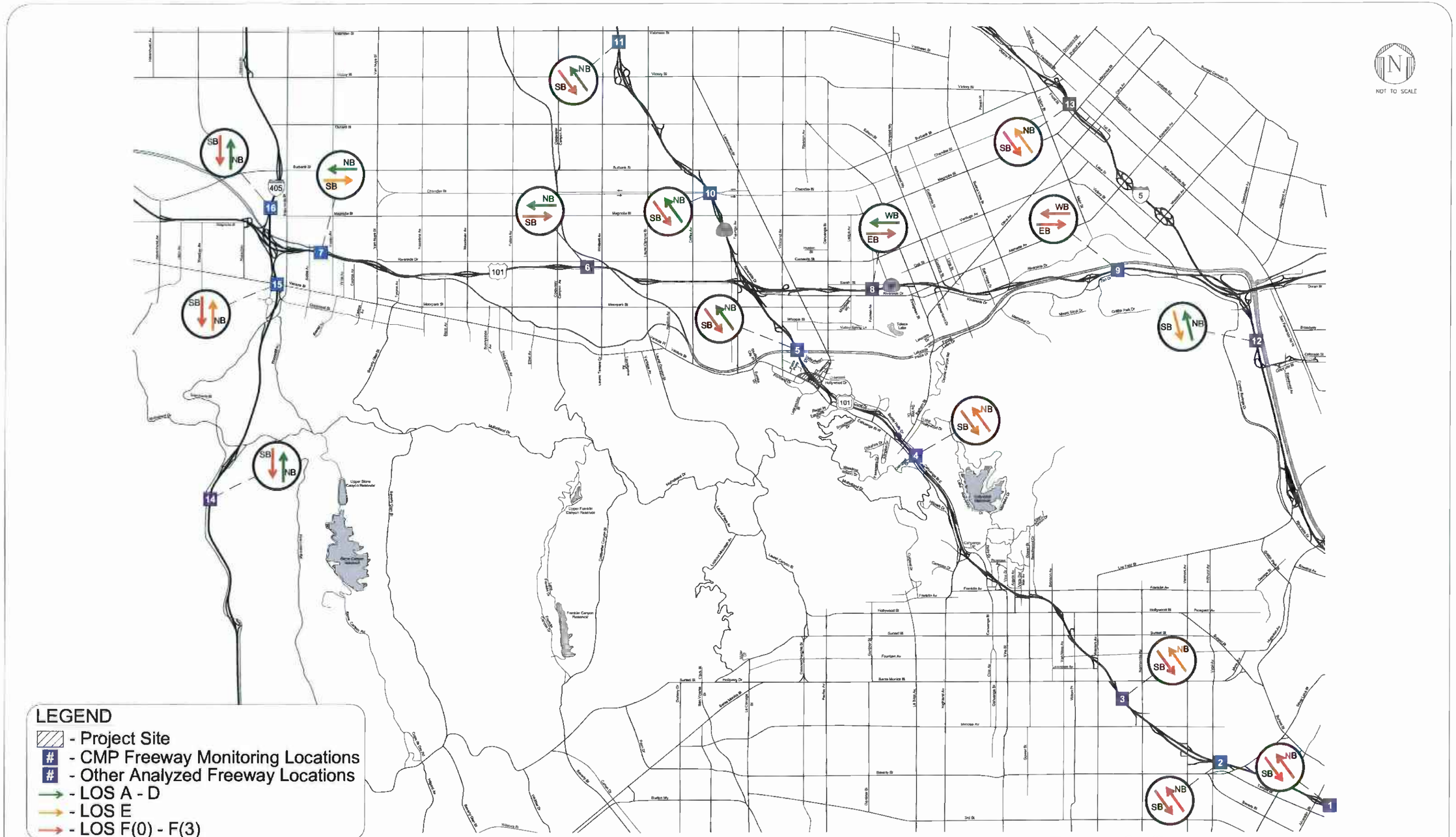

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FIGURE 83
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION A (YEAR 2015)
FREEWAY SEGMENT LEVEL OF SERVICE - A.M. PEAK HOUR

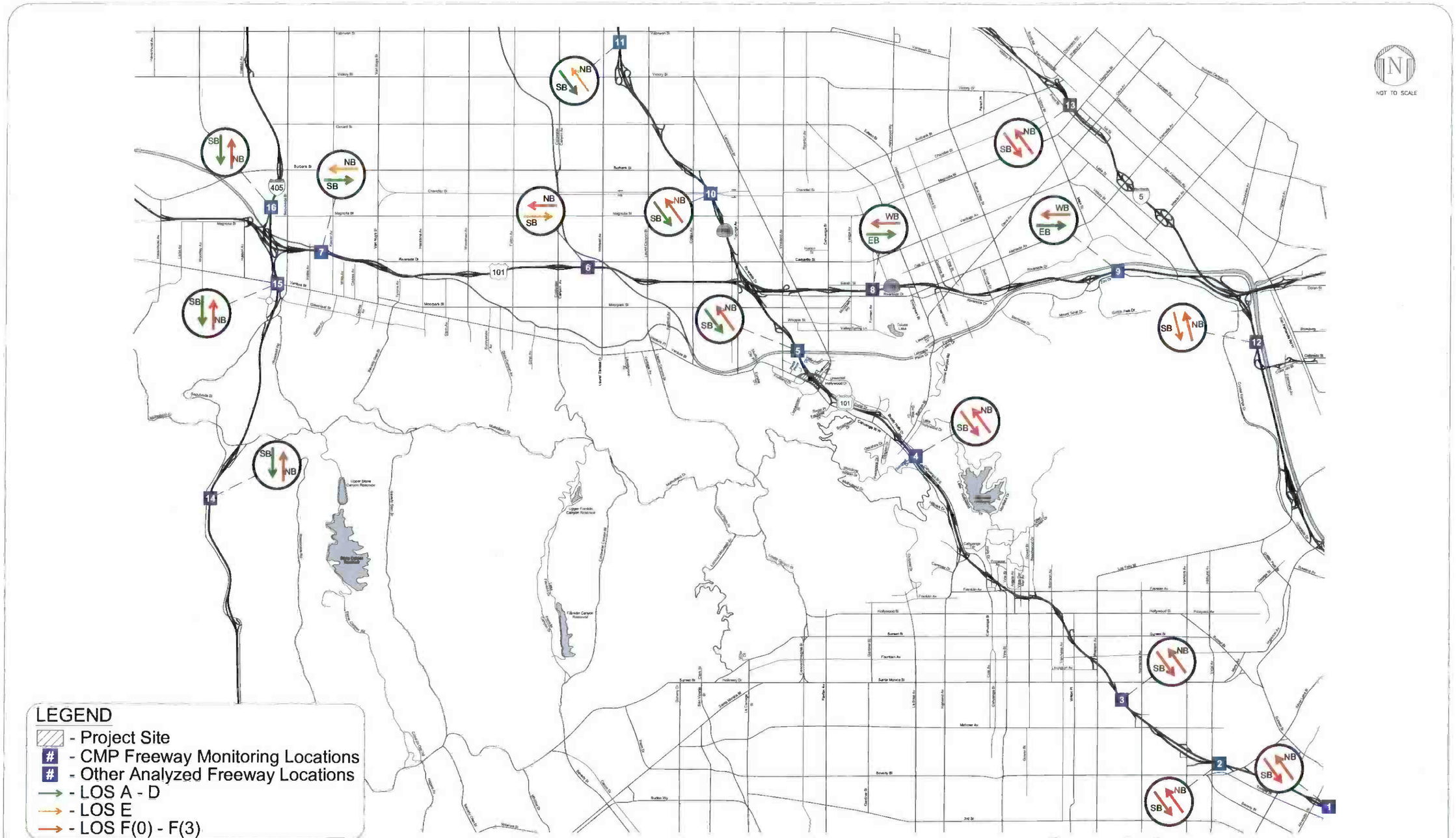

FIGURE 84
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION A (YEAR 2015)
FREEWAY SEGMENT LEVEL OF SERVICE - P.M. PEAK HOUR

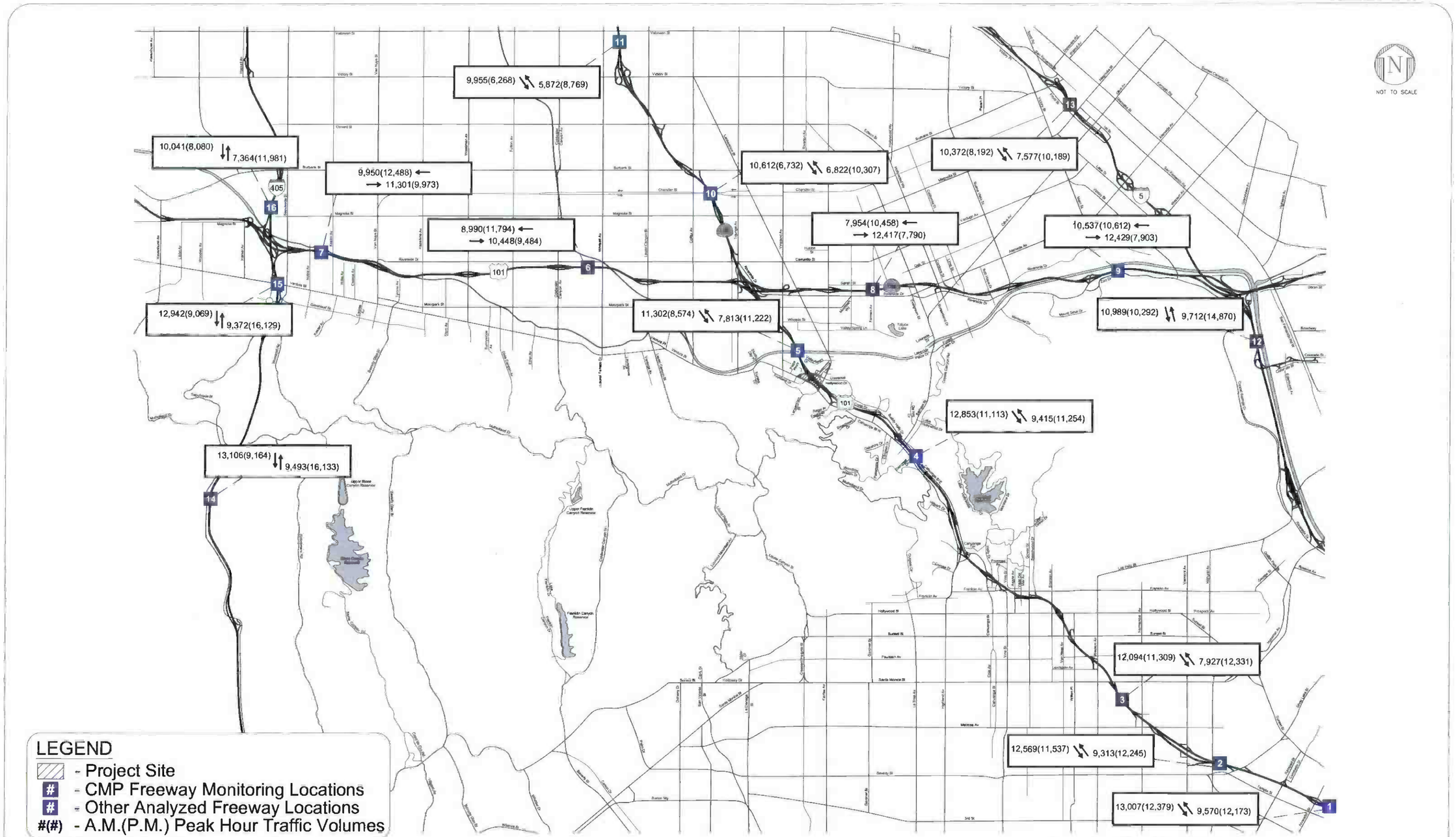

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FIGURE 85
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION B (YEAR 2015)
FREEWAY SEGMENT PEAK HOUR TRAFFIC VOLUMES

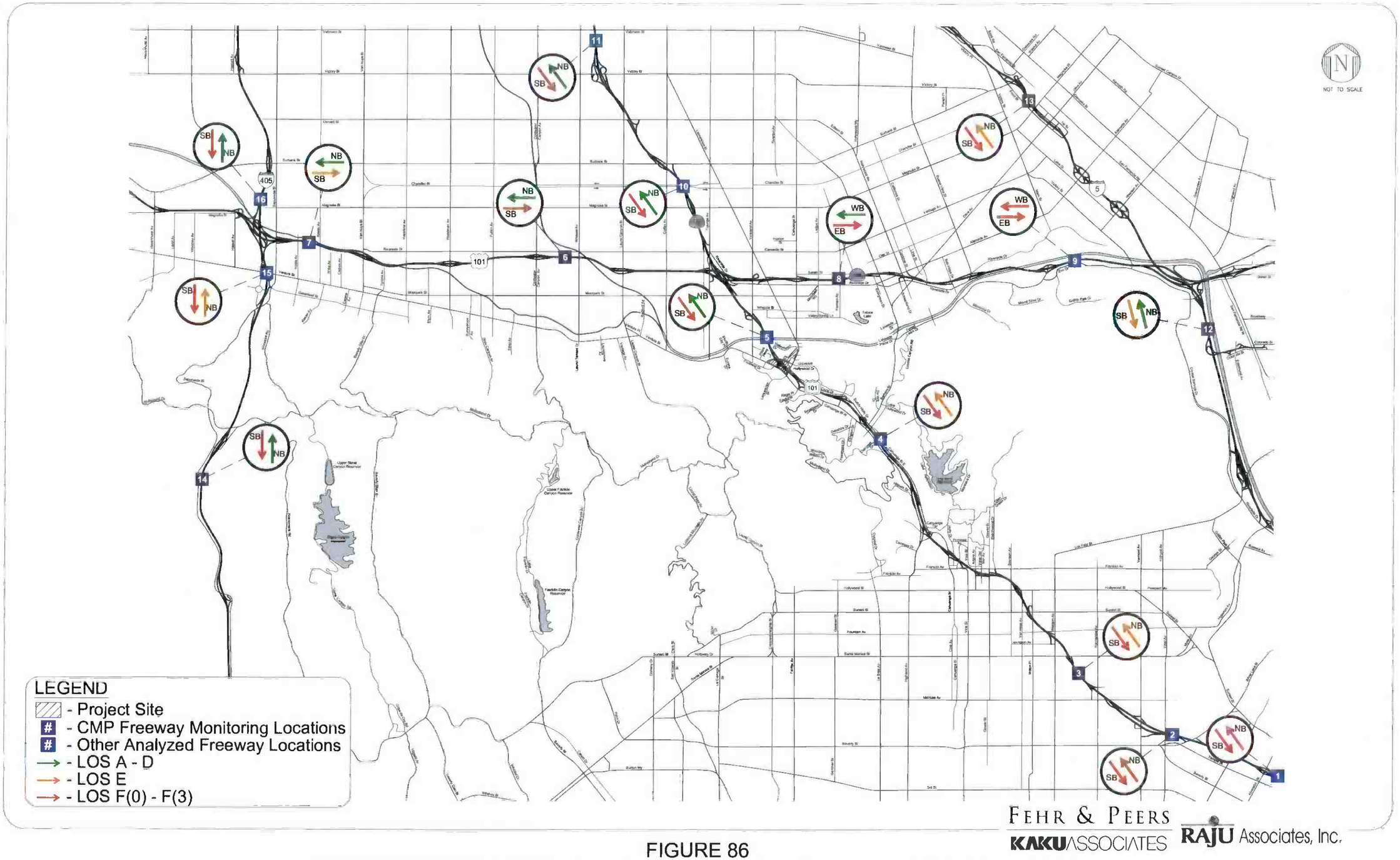

FIGURE 86
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION B (YEAR 2015)
FREEWAY SEGMENT LEVEL OF SERVICE - A.M. PEAK HOUR

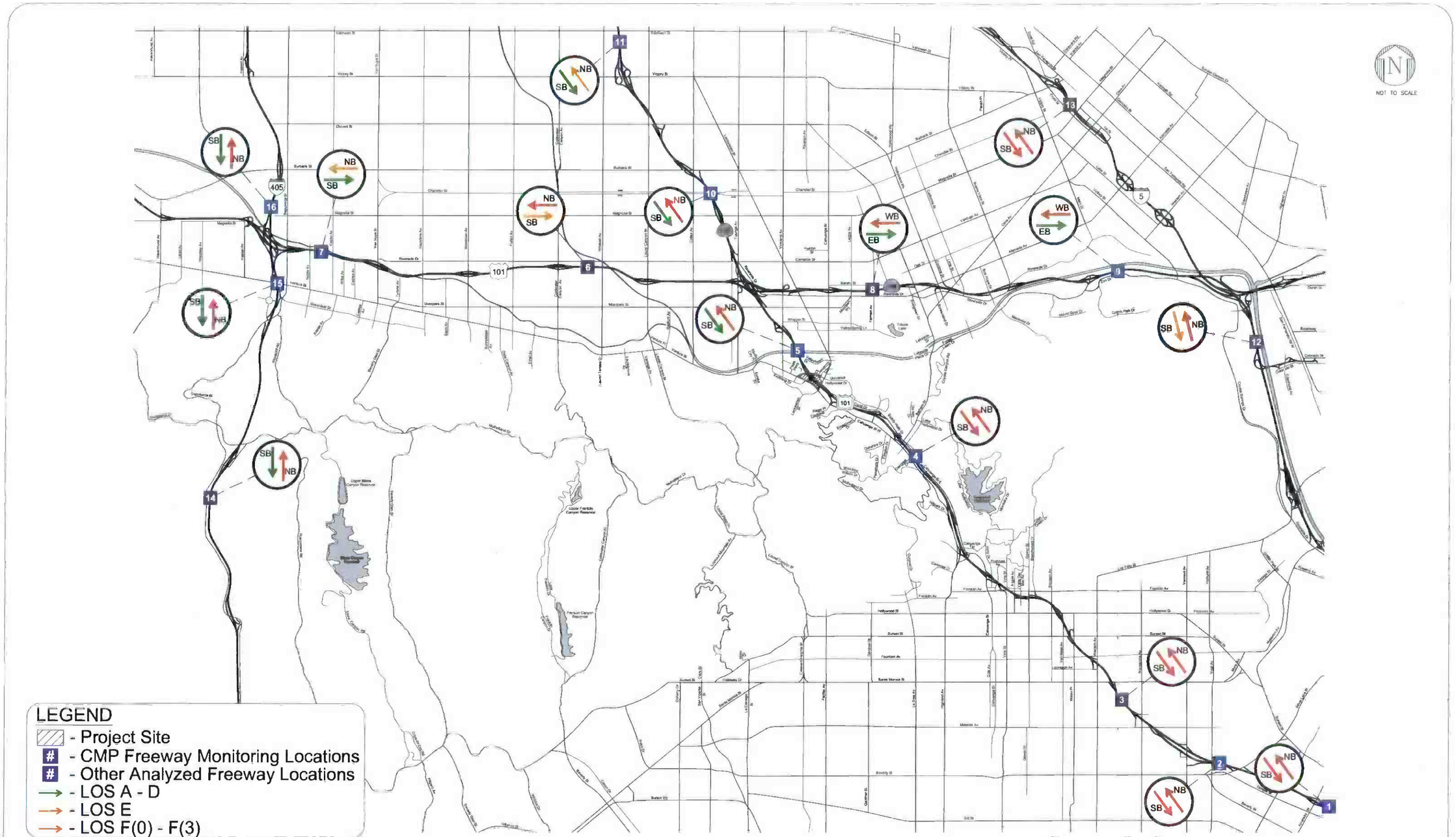

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FIGURE 87
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION B (YEAR 2015)
FREEWAY SEGMENT LEVEL OF SERVICE - P.M. PEAK HOUR

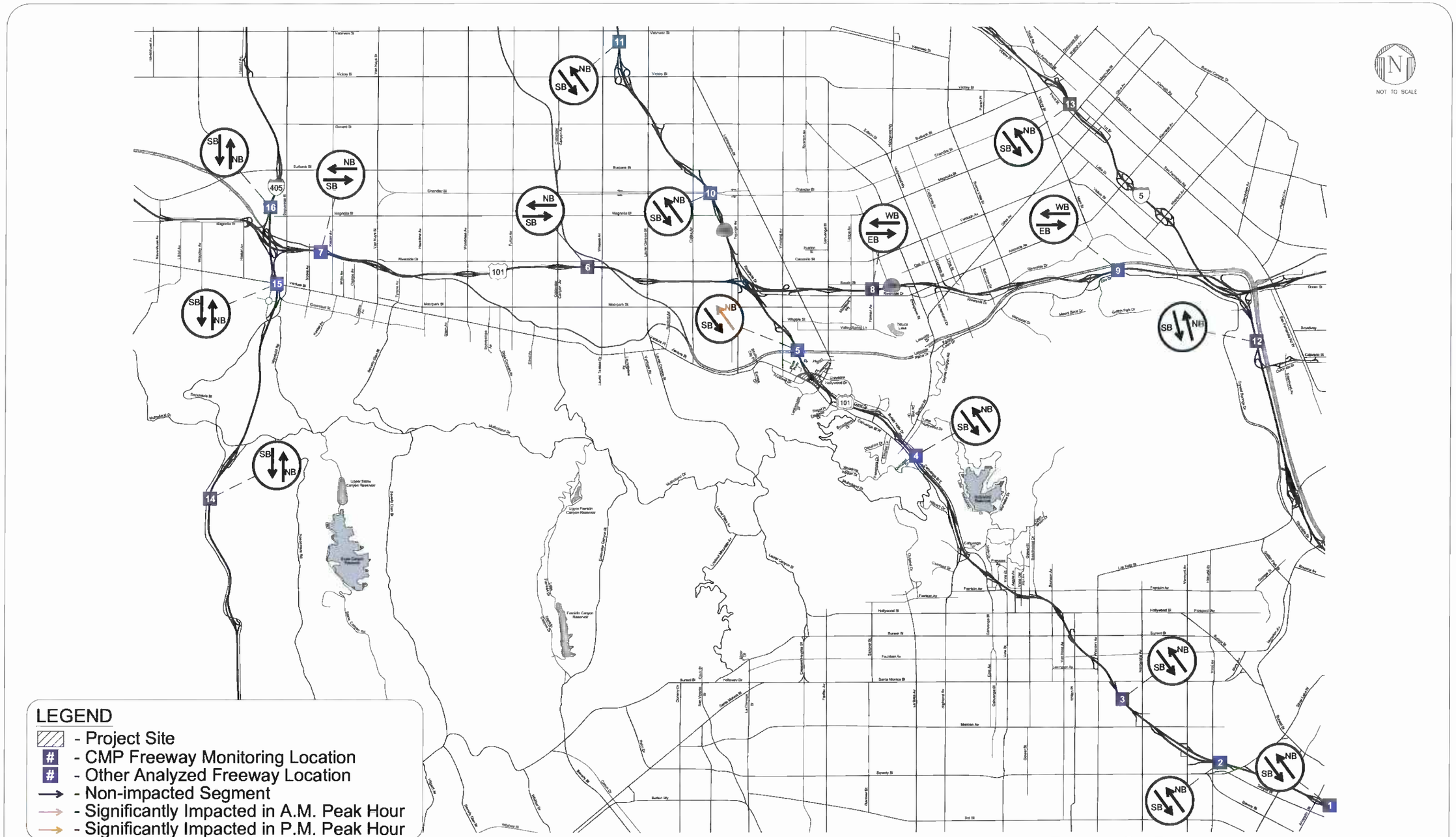

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FIGURE 88
FUTURE WITH PROJECT WITH MITIGATION SCENARIO (YEAR 2011)
SIGNIFICANT FREEWAY SEGMENT IMPACTS

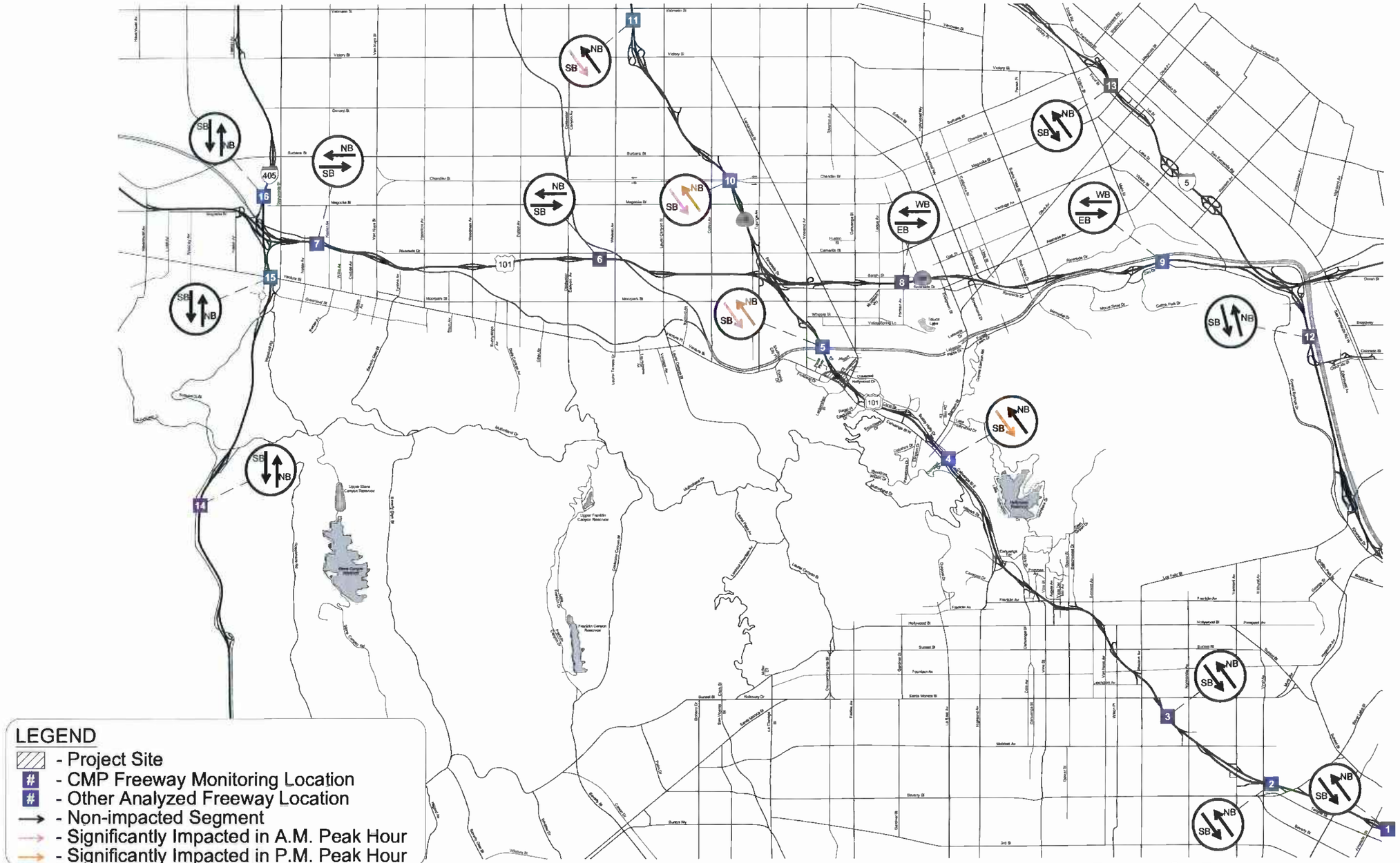

FIGURE 89
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION A (YEAR 2015)
SIGNIFICANT FREEWAY SEGMENT IMPACTS

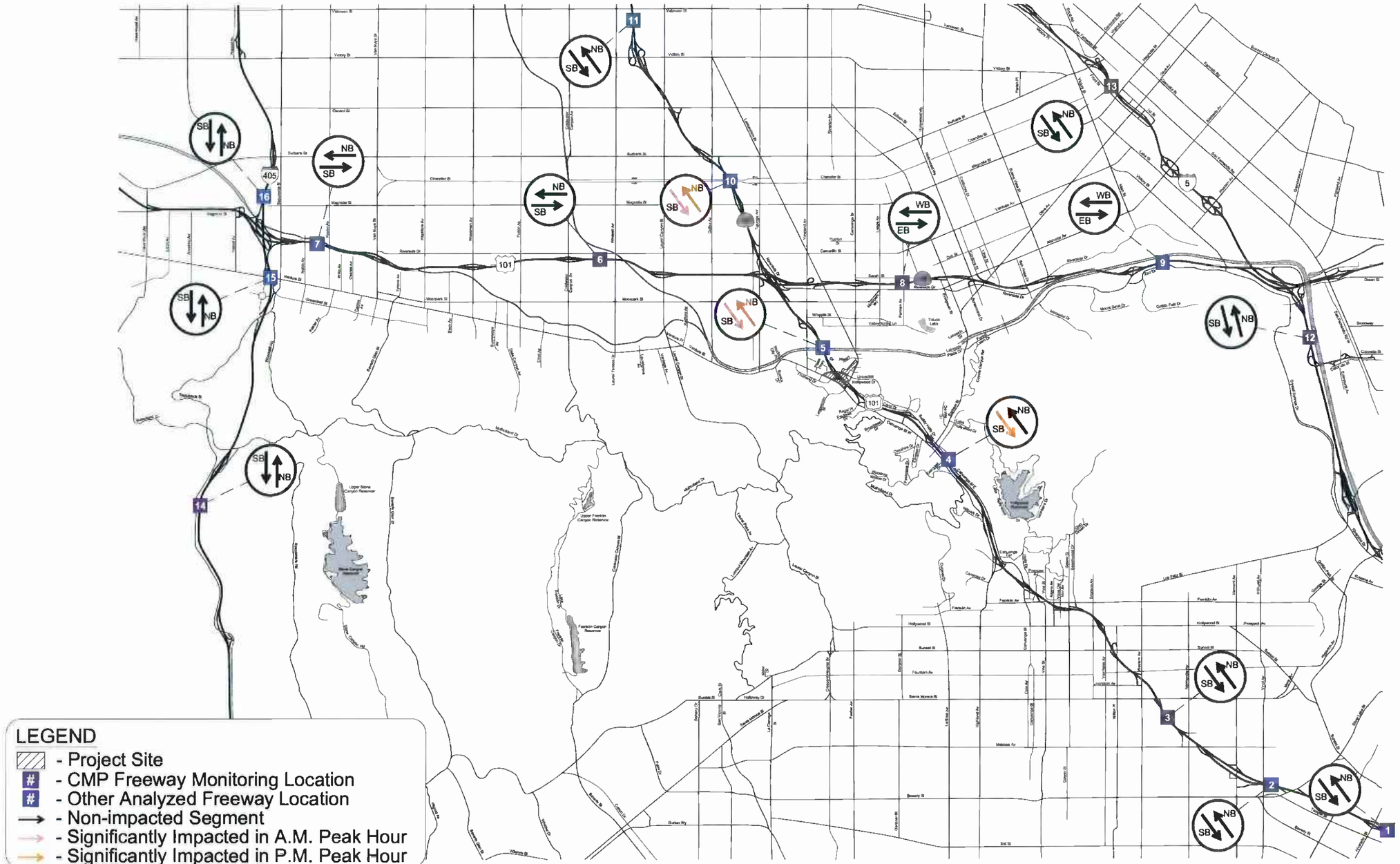

FIGURE 90
FUTURE WITH PROJECT WITH MITIGATION SCENARIO - OPTION B (YEAR 2015)
SIGNIFICANT FREEWAY SEGMENT IMPACTS

TABLE 32
FUTURE CONDITIONS (YEAR 2011)
CMP ARTERIAL MONITIORING STATIONS - PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing		Future without Project		Future with Project				Future with Project with Mitigation			
			V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Residual Impact?
38. [a]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M.	0.807	D	0.855	D	0.871	D	0.016	NO	0.869	D	0.014	NO
		P.M.	0.723	C	0.773	C	0.804	D	0.031	NO	0.799	C	0.026	NO
96. [a]	Sepulveda Boulevard & Ventura Boulevard	A.M.	1.066	F	1.106	F	1.108	F	0.002	NO	1.096	F	-0.010	NO
		P.M.	1.235	F	1.301	F	1.301	F	0.000	NO	1.301	F	0.000	NO
106. [a]	Woodman Avenue & Ventura Boulevard	A.M.	0.745	C	0.796	C	0.796	C	0.000	NO	0.779	C	-0.017	NO
		P.M.	0.744	C	0.811	D	0.819	D	0.008	NO	0.801	D	-0.010	NO
115. [a]	Laurel Canyon Boulevard & Ventura Boulevard	A.M.	0.933	E	0.960	E	0.973	E	0.013	NO	0.954	E	-0.006	NO
		P.M.	0.936	E	0.989	E	1.003	F	0.014	NO	0.984	E	-0.005	NO
123. [a]	La Cienega Boulevard & Santa Monica Boulevard	A.M.	0.941	E	0.965	E	0.965	E	0.000	NO	0.965	E	0.000	NO
		P.M.	0.841	D	0.857	D	0.858	D	0.001	NO	0.858	D	0.001	NO
136. [a]	Highland Avenue & Santa Monica Boulevard	A.M.	0.881	D	0.908	E	0.908	E	0.000	NO	0.908	E	0.000	NO
		P.M.	0.906	E	0.936	E	0.936	E	0.000	NO	0.936	E	0.000	NO

Note:
The above LOS calculations are based on the CMP methodology.

TABLE 33
FUTURE CONDITIONS - OPTION A (YEAR 2015)
CMP ARTERIAL MONITIORING STATIONS - PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing		Future without Project		Future with Project - Option A				Future with Project with Mitigation - Option A			
			V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Residual Impact?
38. [a]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M.	0.807	D	0.895	D	0.924	E	0.029	NO	0.861	D	-0.034	NO
		P.M.	0.723	C	0.816	D	0.868	D	0.052	NO	0.815	D	-0.001	NO
96. [a]	Sepulveda Boulevard & Ventura Boulevard	A.M.	1.066	F	1.174	F	1.175	F	0.001	NO	1.163	F	-0.011	NO
		P.M.	1.235	F	1.356	F	1.356	F	0.000	NO	1.356	F	0.000	NO
106. [a]	Woodman Avenue & Ventura Boulevard	A.M.	0.745	C	0.844	D	0.845	D	0.001	NO	0.828	D	-0.016	NO
		P.M.	0.744	C	0.864	D	0.876	D	0.012	NO	0.858	D	-0.006	NO
115. [a]	Laurel Canyon Boulevard & Ventura Boulevard	A.M.	0.933	E	0.982	E	1.003	F	0.021	YES	0.983	E	0.001	NO
		P.M.	0.936	E	1.038	F	1.060	F	0.022	YES	1.040	F	0.002	NO
123. [a]	La Cienega Boulevard & Santa Monica Boulevard	A.M.	0.941	E	0.986	E	0.986	E	0.000	NO	0.986	E	0.000	NO
		P.M.	0.841	D	0.868	D	0.869	D	0.001	NO	0.869	D	0.001	NO
136. [a]	Highland Avenue & Santa Monica Boulevard	A.M.	0.881	D	0.933	E	0.934	E	0.001	NO	0.934	E	0.001	NO
		P.M.	0.906	E	0.958	E	0.959	E	0.001	NO	0.959	E	0.001	NO

Note:
The above LOS calculations are based on the CMP methodology.

TABLE 34
FUTURE CONDITIONS - OPTION B (YEAR 2015)
CMP ARTERIAL MONITIORING STATIONS - PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing		Future without Project		Future with Project - Option B				Future with Project with Mitigation - Option B			
			V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Residual Impact?
38. [a]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M.	0.807	D	0.895	D	0.933	E	0.038	NO	0.868	D	-0.027	NO
		P.M.	0.723	C	0.816	D	0.851	D	0.035	NO	0.802	D	-0.014	NO
96. [a]	Sepulveda Boulevard & Ventura Boulevard	A.M.	1.066	F	1.174	F	1.175	F	0.001	NO	1.163	F	-0.011	NO
		P.M.	1.235	F	1.356	F	1.357	F	0.001	NO	1.356	F	0.000	NO
106. [a]	Woodman Avenue & Ventura Boulevard	A.M.	0.745	C	0.844	D	0.845	D	0.001	NO	0.828	D	-0.016	NO
		P.M.	0.744	C	0.864	D	0.874	D	0.010	NO	0.856	D	-0.008	NO
115. [a]	Laurel Canyon Boulevard & Ventura Boulevard	A.M.	0.933	E	0.982	E	0.996	E	0.014	NO	0.978	E	-0.004	NO
		P.M.	0.936	E	1.038	F	1.055	F	0.017	NO	1.036	F	-0.002	NO
123. [a]	La Cienega Boulevard & Santa Monica Boulevard	A.M.	0.941	E	0.986	E	0.986	E	0.000	NO	0.986	E	0.000	NO
		P.M.	0.841	D	0.868	D	0.869	D	0.001	NO	0.869	D	0.001	NO
136. [a]	Highland Avenue & Santa Monica Boulevard	A.M.	0.881	D	0.933	E	0.934	E	0.001	NO	0.934	E	0.001	NO
		P.M.	0.906	E	0.958	E	0.960	E	0.002	NO	0.960	E	0.002	NO

Note:
The above LOS calculations are based on the CMP methodology.

TABLE 35
FUTURE CONDITIONS (YEAR 2011)
FREEWAY SEGMENT LEVELS OF SERVICE - A.M. PEAK HOUR

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project			Future with Project					Future with Project with Mitigation				
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in D/C	Significant Impact?	Volume	V/C	LOS	Increase in D/C	Significant Impact?
1.	US 101	NB	4	8,000	9,313	1.16	F(0)	9,338	1.17	F(0)	0.003	NO	9,336	1.17	F(0)	0.003	NO
	south of Alvarado Street	SB	4	8,000	12,825	1.60	F(3)	12,833	1.60	F(3)	0.001	NO	12,833	1.60	F(3)	0.001	NO
2.	US 101	NB	4	8,000	8,979	1.12	F(0)	9,020	1.13	F(0)	0.006	NO	9,016	1.13	F(0)	0.005	NO
	south of Vermont Avenue	SB	4	8,000	12,292	1.54	F(3)	12,307	1.54	F(3)	0.001	NO	12,306	1.54	F(3)	0.001	NO
3. [a]	US 101	NB	4	8,000	7,596	0.95	E	7,688	0.96	E	0.011	NO	7,678	0.96	E	0.010	NO
	south of Santa Monica Boulevard	SB	4	8,000	11,705	1.46	F(3)	11,727	1.47	F(3)	0.003	NO	11,726	1.47	F(3)	0.003	NO
4.	US 101	NB	5	10,000	8,843	0.88	D	9,029	0.90	D	0.019	NO	9,008	0.90	D	0.017	NO
	south of Barham Boulevard	SB	5	10,000	12,299	1.23	F(0)	12,334	1.23	F(0)	0.003	NO	12,331	1.23	F(0)	0.003	NO
5.	US 101	NB	5	10,000	7,738	0.77	D	7,774	0.78	D	0.003	NO	7,771	0.78	D	0.003	NO
	north of Campo de Cahuenga Way	SB	5.5	11,000	10,283	0.94	E	10,333	0.94	E	0.004	NO	10,333	0.94	E	0.004	NO
6. [a]	US 101	NB	5	10,000	8,952	0.90	D	8,965	0.90	D	0.002	NO	8,964	0.90	D	0.001	NO
	east of Coldwater Canyon Avenue	SB	5	10,000	10,292	1.03	F(0)	10,358	1.04	F(0)	0.007	NO	10,351	1.04	F(0)	0.006	NO
7.	US 101	NB	6.5	13,000	9,874	0.76	C	9,884	0.76	C	0.000	NO	9,883	0.76	C	0.000	NO
	east of I-405	SB	6	12,000	10,910	0.91	D	10,966	0.91	D	0.005	NO	10,960	0.91	D	0.004	NO
8. [a]	SR 134 @	EB	4.5	9,000	12,099	1.34	F(1)	12,125	1.35	F(1)	0.003	NO	12,123	1.35	F(1)	0.003	NO
	Forman Avenue	WB	4.5	9,000	7,628	0.85	D	7,753	0.86	D	0.013	NO	7,740	0.86	D	0.012	NO
9.	SR 134	EB	4.5	9,000	12,191	1.36	F(2)	12,217	1.36	F(2)	0.002	NO	12,215	1.36	F(2)	0.002	NO
	east of Forest Lawn Drive	WB	4.5	9,000	10,191	1.13	F(0)	10,315	1.15	F(0)	0.014	NO	10,302	1.15	F(0)	0.013	NO
10.	SR 170	NB	4.5	9,000	6,708	0.75	C	6,732	0.75	C	0.003	NO	6,730	0.75	C	0.003	NO
	north of Magnolia Boulevard	SB	4.5	9,000	10,045	1.12	F(0)	10,236	1.14	F(0)	0.021	YES	10,217	1.14	F(0)	0.019	NO
11.	SR 170	NB	4.5	9,000	5,736	0.64	C	5,751	0.64	C	0.002	NO	5,750	0.64	C	0.002	NO
	north of Victory Boulevard	SB	4.5	9,000	9,327	1.04	F(0)	9,492	1.06	F(0)	0.019	NO	9,476	1.05	F(0)	0.017	NO
12. [a]	I-5 @	NB	5.5	11,000	9,536	0.87	D	9,542	0.87	D	0.000	NO	9,541	0.87	D	0.000	NO
	Colorado Boulevard Extension	SB	5.5	11,000	10,592	0.96	E	10,595	0.96	E	0.000	NO	10,595	0.96	E	0.000	NO
13. [a]	I-5	NB	4	8,000	7,281	0.91	D	7,281	0.91	D	0.000	NO	7,281	0.91	D	0.000	NO
	south of Burbank Boulevard	SB	4	8,000	9,727	1.22	F(0)	9,727	1.22	F(0)	0.000	NO	9,727	1.22	F(0)	0.000	NO
14. [a]	I-405	NB	5.5	11,000	9,307	0.85	D	9,317	0.85	D	0.001	NO	9,316	0.85	D	0.001	NO
	south of Mulholland Drive	SB	5.5	11,000	12,827	1.17	F(0)	12,828	1.17	F(0)	0.000	NO	12,828	1.17	F(0)	0.000	NO
15.	I-405	NB	5	10,000	9,203	0.92	D	9,205	0.92	D	0.001	NO	9,204	0.92	D	0.000	NO
	south of US 101	SB	5.5	11,000	12,687	1.15	F(0)	12,688	1.15	F(0)	0.000	NO	12,688	1.15	F(0)	0.000	NO
16.	I-405	NB	4.5	9,000	7,327	0.81	D	7,328	0.81	D	0.000	NO	7,328	0.81	D	0.000	NO
	north of US 101	SB	4.5	9,000	10,011	1.11	F(0)	10,016	1.11	F(0)	0.001	NO	10,016	1.11	F(0)	0.001	NO

Note:
[a] CMP Freeway Monitoring Location.

TABLE 36
FUTURE CONDITIONS (YEAR 2011)
FREEWAY SEGMENT LEVELS OF SERVICE - P.M. PEAK HOUR

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project			Future with Project					Future with Project with Mitigation				
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in D/C	Significant Impact?	Volume	V/C	LOS	Increase in D/C	Significant Impact?
1.	US 101	NB	4	8,000	11,925	1.49	F(3)	11,936	1.49	F(3)	0.001	NO	11,935	1.49	F(3)	0.001	NO
	south of Alvarado Street	SB	4	8,000	12,107	1.51	F(3)	12,144	1.52	F(3)	0.005	NO	12,142	1.52	F(3)	0.005	NO
2.	US 101	NB	4	8,000	11,924	1.49	F(3)	11,941	1.49	F(3)	0.002	NO	11,939	1.49	F(3)	0.001	NO
	south of Vermont Avenue	SB	4	8,000	11,160	1.40	F(2)	11,228	1.40	F(2)	0.009	NO	11,222	1.40	F(2)	0.008	NO
3. [a]	US 101	NB	4	8,000	11,921	1.49	F(3)	11,947	1.49	F(3)	0.003	NO	11,945	1.49	F(3)	0.003	NO
	south of Santa Monica Boulevard	SB	4	8,000	10,847	1.36	F(2)	10,944	1.37	F(2)	0.012	NO	10,934	1.37	F(2)	0.011	NO
4.	US 101	NB	5	10,000	10,685	1.07	F(0)	10,727	1.07	F(0)	0.004	NO	10,724	1.07	F(0)	0.003	NO
	south of Barham Boulevard	SB	5	10,000	10,116	1.01	F(0)	10,318	1.03	F(0)	0.020	YES	10,297	1.03	F(0)	0.018	NO
5.	US 101	NB	5	10,000	10,332	1.03	F(0)	10,591	1.06	F(0)	0.026	YES	10,569	1.06	F(0)	0.024	YES
	north of Campo de Cahuenga Way	SB	5.5	11,000	8,100	0.74	C	8,100	0.74	C	0.000	NO	8,100	0.74	C	0.000	NO
6. [a]	US 101	NB	5	10,000	11,429	1.14	F(0)	11,503	1.15	F(0)	0.007	NO	11,496	1.15	F(0)	0.007	NO
	east of Coldwater Canyon Avenue	SB	5	10,000	9,439	0.94	E	9,449	0.95	E	0.001	NO	9,448	0.95	E	0.001	NO
7.	US 101	NB	6.5	13,000	12,077	0.93	D	12,135	0.93	E	0.004	NO	12,130	0.93	E	0.004	NO
	east of I-405	SB	6	12,000	9,924	0.83	D	9,934	0.83	D	0.001	NO	9,933	0.83	D	0.001	NO
8. [a]	SR 134 @	EB	4.5	9,000	7,310	0.81	D	7,449	0.83	D	0.016	NO	7,438	0.83	D	0.014	NO
	Forman Avenue	WB	4.5	9,000	9,948	1.11	F(0)	9,961	1.11	F(0)	0.002	NO	9,960	1.11	F(0)	0.002	NO
9.	SR 134	EB	4.5	9,000	7,324	0.81	D	7,457	0.83	D	0.015	NO	7,447	0.83	D	0.013	NO
	east of Forest Lawn Drive	WB	4.5	9,000	10,217	1.14	F(0)	10,247	1.14	F(0)	0.004	NO	10,245	1.14	F(0)	0.003	NO
10.	SR 170	NB	4.5	9,000	9,399	1.04	F(0)	9,588	1.07	F(0)	0.021	YES	9,571	1.06	F(0)	0.019	NO
	north of Magnolia Boulevard	SB	4.5	9,000	6,431	0.72	C	6,459	0.72	C	0.003	NO	6,457	0.72	C	0.002	NO
11.	SR 170	NB	4.5	9,000	7,913	0.88	D	8,069	0.90	D	0.018	NO	8,055	0.90	D	0.016	NO
	north of Victory Boulevard	SB	4.5	9,000	5,941	0.66	C	5,962	0.66	C	0.002	NO	5,960	0.66	C	0.002	NO
12. [a]	I-5 @	NB	5.5	11,000	14,642	1.33	F(1)	14,643	1.33	F(1)	0.000	NO	14,643	1.33	F(1)	0.000	NO
	Colorado Boulevard Extension	SB	5.5	11,000	10,028	0.91	D	10,039	0.91	D	0.001	NO	10,038	0.91	D	0.001	NO
13. [a]	I-5	NB	4	8,000	9,492	1.19	F(0)	9,492	1.19	F(0)	0.000	NO	9,492	1.19	F(0)	0.000	NO
	south of Burbank Boulevard	SB	4	8,000	7,804	0.98	E	7,804	0.98	E	0.000	NO	7,804	0.98	E	0.000	NO
14. [a]	I-405	NB	5.5	11,000	15,889	1.44	F(2)	15,889	1.44	F(2)	0.000	NO	15,889	1.44	F(2)	0.000	NO
	south of Mulholland Drive	SB	5.5	11,000	8,920	0.81	D	8,929	0.81	D	0.001	NO	8,928	0.81	D	0.001	NO
15.	I-405	NB	5	10,000	15,820	1.58	F(3)	15,820	1.58	F(3)	0.000	NO	15,820	1.58	F(3)	0.000	NO
	south of US 101	SB	5.5	11,000	8,829	0.80	D	8,828	0.80	D	0.000	NO	8,827	0.80	D	0.000	NO
16.	I-405	NB	4.5	9,000	11,805	1.31	F(1)	11,811	1.31	F(1)	0.000	NO	11,810	1.31	F(1)	0.000	NO
	north of US 101	SB	4.5	9,000	7,928	0.88	D	7,929	0.88	D	0.000	NO	7,929	0.88	D	0.000	NO

Note:
[a] CMP Freeway Monitoring Location.

TABLE 37
FUTURE CONDITIONS - OPTION A (YEAR 2015)
FREEWAY SEGMENT LEVELS OF SERVICE - A.M. PEAK HOUR

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project			Future with Project - Option A					Future with Project with Mitigation - Option A				
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in D/C	Significant Impact?	Volume	V/C	LOS	Increase in D/C	Significant Impact?
1.	US 101	NB	4	8,000	9,515	1.19	F(0)	9,604	1.20	F(0)	0.012	NO	9,593	1.20	F(0)	0.010	NO
	south of Alvarado Street	SB	4	8,000	12,982	1.62	F(3)	12,999	1.63	F(3)	0.002	NO	12,997	1.63	F(3)	0.002	NO
2.	US 101	NB	4	8,000	9,248	1.16	F(0)	9,355	1.17	F(0)	0.013	NO	9,342	1.17	F(0)	0.012	NO
	south of Vermont Avenue	SB	4	8,000	12,532	1.57	F(3)	12,557	1.57	F(3)	0.003	NO	12,555	1.57	F(3)	0.002	NO
3. [a]	US 101	NB	4	8,000	7,832	0.98	E	7,992	1.00	E	0.020	NO	7,973	1.00	E	0.018	NO
	south of Santa Monica Boulevard	SB	4	8,000	12,048	1.51	F(3)	12,080	1.51	F(3)	0.004	NO	12,077	1.51	F(3)	0.004	NO
4.	US 101	NB	5	10,000	9,219	0.92	D	9,558	0.96	E	0.034	NO	9,517	0.95	E	0.030	NO
	south of Barham Boulevard	SB	5	10,000	12,777	1.28	F(1)	12,833	1.28	F(1)	0.005	NO	12,828	1.28	F(1)	0.005	NO
5.	US 101	NB	5	10,000	7,721	0.77	D	7,780	0.78	D	0.006	NO	7,775	0.78	D	0.006	NO
	north of Campo de Cahuenga Way	SB	5.5	11,000	10,499	0.95	E	10,563	0.96	E	0.006	NO	11,337	1.03	F(0)	0.077	YES
6. [a]	US 101	NB	5	10,000	8,961	0.90	D	8,979	0.90	D	0.002	NO	8,977	0.90	D	0.002	NO
	east of Coldwater Canyon Avenue	SB	5	10,000	10,381	1.04	F(0)	10,491	1.05	F(0)	0.011	NO	10,478	1.05	F(0)	0.010	NO
7.	US 101	NB	6.5	13,000	9,928	0.76	C	9,943	0.77	C	0.001	NO	9,942	0.77	C	0.001	NO
	east of I-405	SB	6	12,000	11,244	0.94	E	11,342	0.95	E	0.008	NO	11,330	0.94	E	0.007	NO
8. [a]	SR 134 @	EB	4.5	9,000	12,375	1.38	F(2)	12,408	1.38	F(2)	0.004	NO	12,405	1.38	F(2)	0.003	NO
	Forman Avenue	WB	4.5	9,000	7,831	0.87	D	8,010	0.89	D	0.020	NO	7,989	0.89	D	0.018	NO
9.	SR 134	EB	4.5	9,000	12,387	1.38	F(2)	12,420	1.38	F(2)	0.004	NO	12,417	1.38	F(2)	0.004	NO
	east of Forest Lawn Drive	WB	4.5	9,000	10,415	1.16	F(0)	10,593	1.18	F(0)	0.020	YES	10,573	1.18	F(0)	0.018	NO
10.	SR 170	NB	4.5	9,000	6,776	0.75	C	6,808	0.76	C	0.003	NO	6,805	0.76	C	0.003	NO
	north of Magnolia Boulevard	SB	4.5	9,000	10,409	1.16	F(0)	10,712	1.19	F(0)	0.033	YES	10,680	1.19	F(0)	0.030	YES
11.	SR 170	NB	4.5	9,000	5,848	0.65	C	5,866	0.65	C	0.002	NO	5,864	0.65	C	0.002	NO
	north of Victory Boulevard	SB	4.5	9,000	9,779	1.09	F(0)	10,039	1.12	F(0)	0.028	YES	10,012	1.11	F(0)	0.025	YES
12. [a]	I-5 @	NB	5.5	11,000	9,707	0.88	D	9,718	0.88	D	0.001	NO	9,717	0.88	D	0.001	NO
	Colorado Boulevard Extension	SB	5.5	11,000	10,984	1.00	E	10,988	1.00	E	0.000	NO	10,988	1.00	E	0.000	NO
13. [a]	I-5	NB	4	8,000	7,577	0.95	E	7,577	0.95	E	0.000	NO	7,577	0.95	E	0.000	NO
	south of Burbank Boulevard	SB	4	8,000	10,372	1.30	F(1)	10,372	1.30	F(1)	0.000	NO	10,372	1.30	F(1)	0.000	NO
14. [a]	I-405	NB	5.5	11,000	9,483	0.86	D	9,498	0.86	D	0.001	NO	9,496	0.86	D	0.001	NO
	south of Mulholland Drive	SB	5.5	11,000	13,102	1.19	F(0)	13,104	1.19	F(0)	0.000	NO	13,104	1.19	F(0)	0.000	NO
15.	I-405	NB	5	10,000	9,361	0.94	E	9,377	0.94	E	0.002	NO	9,375	0.94	E	0.002	NO
	south of US 101	SB	5.5	11,000	12,938	1.18	F(0)	12,940	1.18	F(0)	0.000	NO	12,940	1.18	F(0)	0.000	NO
16.	I-405	NB	4.5	9,000	7,360	0.82	D	7,362	0.82	D	0.000	NO	7,362	0.82	D	0.000	NO
	north of US 101	SB	4.5	9,000	10,037	1.12	F(0)	10,044	1.12	F(0)	0.001	NO	10,043	1.12	F(0)	0.001	NO

Note:
[a] CMP Freeway Monitoring Location.

TABLE 38
FUTURE CONDITIONS - OPTION A (YEAR 2015)
FREEWAY SEGMENT LEVELS OF SERVICE - P.M. PEAK HOUR

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project			Future with Project - Option A					Future with Project with Mitigation - Option A				
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in D/C	Significant Impact?	Volume	V/C	LOS	Increase in D/C	Significant Impact?
1.	US 101	NB	4	8,000	12,145	1.52	F(3)	12,168	1.52	F(3)	0.003	NO	12,166	1.52	F(3)	0.003	NO
	south of Alvarado Street	SB	4	8,000	12,321	1.54	F(3)	12,407	1.55	F(3)	0.011	NO	12,397	1.55	F(3)	0.010	NO
2.	US 101	NB	4	8,000	12,210	1.53	F(3)	12,240	1.53	F(3)	0.004	NO	12,237	1.53	F(3)	0.004	NO
	south of Vermont Avenue	SB	4	8,000	11,459	1.43	F(2)	11,578	1.45	F(2)	0.015	NO	11,564	1.45	F(2)	0.014	NO
3. [a]	US 101	NB	4	8,000	12,285	1.54	F(3)	12,324	1.54	F(3)	0.005	NO	12,320	1.54	F(3)	0.004	NO
	south of Santa Monica Boulevard	SB	4	8,000	11,211	1.40	F(2)	11,361	1.42	F(2)	0.019	NO	11,342	1.42	F(2)	0.017	NO
4.	US 101	NB	5	10,000	11,160	1.12	F(0)	11,233	1.12	F(0)	0.007	NO	11,225	1.12	F(0)	0.007	NO
	south of Barham Boulevard	SB	5	10,000	10,904	1.09	F(0)	11,221	1.12	F(0)	0.032	YES	11,181	1.12	F(0)	0.028	YES
5.	US 101	NB	5	10,000	10,944	1.09	F(0)	11,338	1.13	F(0)	0.040	YES	11,294	1.13	F(0)	0.035	YES
	north of Campo de Cahuenga Way	SB	5.5	11,000	8,254	0.75	C	8,256	0.75	C	0.001	NO	8,576	0.78	D	0.030	NO
6. [a]	US 101	NB	5	10,000	11,719	1.17	F(0)	11,829	1.18	F(0)	0.011	NO	11,816	1.18	F(0)	0.010	NO
	east of Coldwater Canyon Avenue	SB	5	10,000	9,466	0.95	E	9,483	0.95	E	0.001	NO	9,481	0.95	E	0.001	NO
7.	US 101	NB	6.5	13,000	12,428	0.96	E	12,520	0.96	E	0.007	NO	12,509	0.96	E	0.006	NO
	east of I-405	SB	6	12,000	9,955	0.83	D	9,972	0.83	D	0.001	NO	9,970	0.83	D	0.001	NO
8. [a]	SR 134 @	EB	4.5	9,000	7,648	0.85	D	7,828	0.87	D	0.020	NO	7,808	0.87	D	0.018	NO
	Forman Avenue	WB	4.5	9,000	10,426	1.16	F(0)	10,453	1.16	F(0)	0.003	NO	10,451	1.16	F(0)	0.003	NO
9.	SR 134	EB	4.5	9,000	7,768	0.86	D	7,941	0.88	D	0.019	NO	7,922	0.88	D	0.017	NO
	east of Forest Lawn Drive	WB	4.5	9,000	10,559	1.17	F(0)	10,607	1.18	F(0)	0.006	NO	10,603	1.18	F(0)	0.005	NO
10.	SR 170	NB	4.5	9,000	10,119	1.12	F(0)	10,383	1.15	F(0)	0.030	YES	10,354	1.15	F(0)	0.026	YES
	north of Magnolia Boulevard	SB	4.5	9,000	6,687	0.74	C	6,725	0.75	C	0.004	NO	6,721	0.75	C	0.004	NO
11.	SR 170	NB	4.5	9,000	8,621	0.96	E	8,831	0.98	E	0.023	NO	8,805	0.98	E	0.020	NO
	north of Victory Boulevard	SB	4.5	9,000	6,236	0.69	C	6,264	0.70	C	0.003	NO	6,261	0.70	C	0.003	NO
12. [a]	I-5 @	NB	5.5	11,000	14,868	1.35	F(2)	14,871	1.35	F(2)	0.000	NO	14,870	1.35	F(2)	0.000	NO
	Colorado Boulevard Extension	SB	5.5	11,000	10,280	0.94	E	10,298	0.94	E	0.001	NO	10,295	0.94	E	0.001	NO
13. [a]	I-5	NB	4	8,000	10,189	1.27	F(1)	10,189	1.27	F(1)	0.000	NO	10,189	1.27	F(1)	0.000	NO
	south of Burbank Boulevard	SB	4	8,000	8,192	1.02	F(0)	8,192	1.02	F(0)	0.000	NO	8,192	1.02	F(0)	0.000	NO
14. [a]	I-405	NB	5.5	11,000	16,132	1.47	F(3)	16,133	1.47	F(3)	0.000	NO	16,133	1.47	F(3)	0.000	NO
	south of Mulholland Drive	SB	5.5	11,000	9,154	0.83	D	9,168	0.83	D	0.001	NO	9,166	0.83	D	0.001	NO
15.	I-405	NB	5	10,000	16,128	1.61	F(3)	16,129	1.61	F(3)	0.000	NO	16,129	1.61	F(3)	0.000	NO
	south of US 101	SB	5.5	11,000	9,058	0.82	D	9,073	0.83	D	0.002	NO	9,071	0.83	D	0.002	NO
16.	I-405	NB	4.5	9,000	11,975	1.33	F(1)	11,984	1.33	F(1)	0.001	NO	11,983	1.33	F(1)	0.000	NO
	north of US 101	SB	4.5	9,000	8,077	0.90	D	8,078	0.90	D	0.001	NO	8,078	0.90	D	0.001	NO

Note:
[a] CMP Freeway Monitoring Location.

TABLE 39
FUTURE CONDITIONS - OPTION B (YEAR 2015)
FREEWAY SEGMENT LEVELS OF SERVICE - A.M. PEAK HOUR

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project			Future with Project - Option B					Future with Project with Mitigation - Option B				
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in D/C	Significant Impact?	Volume	V/C	LOS	Increase in D/C	Significant Impact?
1.	US 101	NB	4	8,000	9,515	1.19	F(0)	9,577	1.20	F(0)	0.008	NO	9,570	1.20	F(0)	0.007	NO
	south of Alvarado Street	SB	4	8,000	12,982	1.62	F(3)	13,010	1.63	F(3)	0.003	NO	13,007	1.63	F(3)	0.003	NO
2.	US 101	NB	4	8,000	9,248	1.16	F(0)	9,321	1.17	F(0)	0.009	NO	9,313	1.16	F(0)	0.008	NO
	south of Vermont Avenue	SB	4	8,000	12,532	1.57	F(3)	12,573	1.57	F(3)	0.005	NO	12,569	1.57	F(3)	0.004	NO
3. [a]	US 101	NB	4	8,000	7,832	0.98	E	7,939	0.99	E	0.013	NO	7,927	0.99	E	0.012	NO
	south of Santa Monica Boulevard	SB	4	8,000	12,048	1.51	F(3)	12,099	1.51	F(3)	0.006	NO	12,094	1.51	F(3)	0.006	NO
4.	US 101	NB	5	10,000	9,219	0.92	D	9,441	0.94	E	0.022	NO	9,415	0.94	E	0.020	NO
	south of Barham Boulevard	SB	5	10,000	12,777	1.28	F(1)	12,863	1.29	F(1)	0.008	NO	12,853	1.29	F(1)	0.007	NO
5.	US 101	NB	5	10,000	7,721	0.77	D	7,823	0.78	D	0.010	NO	7,813	0.78	D	0.009	NO
	north of Cámpo de Cahuenga Way	SB	5.5	11,000	10,499	0.95	E	10,555	0.96	E	0.006	NO	11,302	1.03	F(0)	0.073	YES
6. [a]	US 101	NB	5	10,000	8,961	0.90	D	8,993	0.90	D	0.003	NO	8,990	0.90	D	0.003	NO
	east of Coldwater Canyon Avenue	SB	5	10,000	10,381	1.04	F(0)	10,456	1.05	F(0)	0.008	NO	10,448	1.05	F(0)	0.007	NO
7.	US 101	NB	6.5	13,000	9,928	0.76	C	9,952	0.77	C	0.002	NO	9,950	0.77	C	0.001	NO
	east of I-405	SB	6	12,000	11,244	0.94	E	11,308	0.94	E	0.005	NO	11,301	0.94	E	0.005	NO
8. [a]	SR 134 @	EB	4.5	9,000	12,375	1.38	F(2)	12,421	1.38	F(2)	0.005	NO	12,417	1.38	F(2)	0.005	NO
	Forman Avenue	WB	4.5	9,000	7,831	0.87	D	7,969	0.89	D	0.015	NO	7,954	0.88	D	0.014	NO
9.	SR 134	EB	4.5	9,000	12,387	1.38	F(2)	12,433	1.38	F(2)	0.005	NO	12,429	1.38	F(2)	0.005	NO
	east of Forest Lawn Drive	WB	4.5	9,000	10,415	1.16	F(0)	10,552	1.17	F(0)	0.015	NO	10,537	1.17	F(0)	0.014	NO
10.	SR 170	NB	4.5	9,000	6,776	0.75	C	6,827	0.76	C	0.006	NO	6,822	0.76	C	0.005	NO
	north of Magnolia Boulevard	SB	4.5	9,000	10,409	1.16	F(0)	10,633	1.18	F(0)	0.024	YES	10,612	1.18	F(0)	0.022	YES
11.	SR 170	NB	4.5	9,000	5,848	0.65	C	5,875	0.65	C	0.003	NO	5,872	0.65	C	0.002	NO
	north of Victory Boulevard	SB	4.5	9,000	9,779	1.09	F(0)	9,973	1.11	F(0)	0.021	YES	9,955	1.11	F(0)	0.019	NO
12. [a]	I-5 @	NB	5.5	11,000	9,707	0.88	D	9,713	0.88	D	0.001	NO	9,712	0.88	D	0.001	NO
	Colorado Boulevard Extension	SB	5.5	11,000	10,984	1.00	E	10,990	1.00	E	0.000	NO	10,989	1.00	E	0.000	NO
13. [a]	I-5	NB	4	8,000	7,577	0.95	E	7,577	0.95	E	0.000	NO	7,577	0.95	E	0.000	NO
	south of Burbank Boulevard	SB	4	8,000	10,372	1.30	F(1)	10,372	1.30	F(1)	0.000	NO	10,372	1.30	F(1)	0.000	NO
14. [a]	I-405	NB	5.5	11,000	9,483	0.86	D	9,494	0.86	D	0.001	NO	9,493	0.86	D	0.001	NO
	south of Mulholland Drive	SB	5.5	11,000	13,102	1.19	F(0)	13,106	1.19	F(0)	0.000	NO	13,106	1.19	F(0)	0.000	NO
15.	I-405	NB	5	10,000	9,361	0.94	E	9,373	0.94	E	0.001	NO	9,372	0.94	E	0.001	NO
	south of US 101	SB	5.5	11,000	12,938	1.18	F(0)	12,942	1.18	F(0)	0.001	NO	12,942	1.18	F(0)	0.001	NO
16.	I-405	NB	4.5	9,000	7,360	0.82	D	7,364	0.82	D	0.000	NO	7,364	0.82	D	0.000	NO
	north of US 101	SB	4.5	9,000	10,037	1.12	F(0)	10,042	1.12	F(0)	0.001	NO	10,041	1.12	F(0)	0.001	NO

Note:
[a] CMP Freeway Monitoring Location.

TABLE 40
FUTURE CONDITIONS - OPTION B (YEAR 2015)
FREEWAY SEGMENT LEVELS OF SERVICE - P.M. PEAK HOUR

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project			Future with Project - Option B					Future with Project with Mitigation - Option B				
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in D/C	Significant Impact?	Volume	V/C	LOS	Increase in D/C	Significant Impact?
1.	US 101	NB	4	8,000	12,145	1.52	F(3)	12,177	1.52	F(3)	0.004	NO	12,173	1.52	F(3)	0.004	NO
	south of Alvarado Street	SB	4	8,000	12,321	1.54	F(3)	12,386	1.55	F(3)	0.008	NO	12,379	1.55	F(3)	0.007	NO
2.	US 101	NB	4	8,000	12,210	1.53	F(3)	12,250	1.53	F(3)	0.005	NO	12,245	1.53	F(3)	0.005	NO
	south of Vermont Avenue	SB	4	8,000	11,459	1.43	F(2)	11,547	1.44	F(2)	0.011	NO	11,537	1.44	F(2)	0.010	NO
3. [a]	US 101	NB	4	8,000	12,285	1.54	F(3)	12,338	1.54	F(3)	0.006	NO	12,331	1.54	F(3)	0.005	NO
	south of Santa Monica Boulevard	SB	4	8,000	11,211	1.40	F(2)	11,321	1.42	F(2)	0.014	NO	11,309	1.41	F(2)	0.013	NO
4.	US 101	NB	5	10,000	11,160	1.12	F(0)	11,268	1.13	F(0)	0.011	NO	11,254	1.13	F(0)	0.009	NO
	south of Barham Boulevard	SB	5	10,000	10,904	1.09	F(0)	11,140	1.11	F(0)	0.024	YES	11,113	1.11	F(0)	0.021	YES
5.	US 101	NB	5	10,000	10,944	1.09	F(0)	11,251	1.13	F(0)	0.031	YES	11,222	1.12	F(0)	0.028	YES
	north of Campo de Cahuenga Way	SB	5.5	11,000	8,254	0.75	C	8,254	0.75	C	0.000	NO	8,574	0.78	D	0.029	NO
6. [a]	US 101	NB	5	10,000	11,719	1.17	F(0)	11,802	1.18	F(0)	0.008	NO	11,794	1.18	F(0)	0.007	NO
	east of Coldwater Canyon Avenue	SB	5	10,000	9,466	0.95	E	9,487	0.95	E	0.002	NO	9,484	0.95	E	0.001	NO
7.	US 101	NB	6.5	13,000	12,428	0.96	E	12,495	0.96	E	0.005	NO	12,488	0.96	E	0.005	NO
	east of I-405	SB	6	12,000	9,955	0.83	D	9,976	0.83	D	0.001	NO	9,973	0.83	D	0.001	NO
8. [a]	SR 134 @	EB	4.5	9,000	7,648	0.85	D	7,804	0.87	D	0.017	NO	7,790	0.87	D	0.016	NO
	Forman Avenue	WB	4.5	9,000	10,426	1.16	F(0)	10,461	1.16	F(0)	0.004	NO	10,458	1.16	F(0)	0.004	NO
9.	SR 134	EB	4.5	9,000	7,768	0.86	D	7,917	0.88	D	0.017	NO	7,903	0.88	D	0.015	NO
	east of Forest Lawn Drive	WB	4.5	9,000	10,559	1.17	F(0)	10,618	1.18	F(0)	0.007	NO	10,612	1.18	F(0)	0.006	NO
10.	SR 170	NB	4.5	9,000	10,119	1.12	F(0)	10,328	1.15	F(0)	0.024	YES	10,307	1.15	F(0)	0.021	YES
	north of Magnolia Boulevard	SB	4.5	9,000	6,687	0.74	C	6,738	0.75	C	0.006	NO	6,732	0.75	C	0.005	NO
11.	SR 170	NB	4.5	9,000	8,621	0.96	E	8,788	0.98	E	0.018	NO	8,769	0.97	E	0.016	NO
	north of Victory Boulevard	SB	4.5	9,000	6,236	0.69	C	6,272	0.70	C	0.004	NO	6,268	0.70	C	0.003	NO
12. [a]	I-5 @	NB	5.5	11,000	14,868	1.35	F(2)	14,871	1.35	F(2)	0.000	NO	14,870	1.35	F(2)	0.000	NO
	Colorado Boulevard Extension	SB	5.5	11,000	10,280	0.94	E	10,293	0.94	E	0.001	NO	10,292	0.94	E	0.001	NO
13. [a]	I-5	NB	4	8,000	10,189	1.27	F(1)	10,189	1.27	F(1)	0.000	NO	10,189	1.27	F(1)	0.000	NO
	south of Burbank Boulevard	SB	4	8,000	8,192	1.02	F(0)	8,192	1.02	F(0)	0.000	NO	8,192	1.02	F(0)	0.000	NO
14. [a]	I-405	NB	5.5	11,000	16,132	1.47	F(3)	16,133	1.47	F(3)	0.000	NO	16,133	1.47	F(3)	0.000	NO
	south of Mulholland Drive	SB	5.5	11,000	9,154	0.83	D	9,164	0.83	D	0.001	NO	9,164	0.83	D	0.001	NO
15.	I-405	NB	5	10,000	16,128	1.61	F(3)	16,129	1.61	F(3)	0.000	NO	16,129	1.61	F(3)	0.000	NO
	south of US 101	SB	5.5	11,000	9,058	0.82	D	9,069	0.82	D	0.001	NO	9,069	0.82	D	0.001	NO
16.	I-405	NB	4.5	9,000	11,975	1.33	F(1)	11,982	1.33	F(1)	0.000	NO	11,981	1.33	F(1)	0.000	NO
	north of US 101	SB	4.5	9,000	8,077	0.90	D	8,080	0.90	D	0.001	NO	8,080	0.90	D	0.001	NO

Note:
[a] CMP Freeway Monitoring Location.

TABLE 41
PROJECT TRANSIT TRIP ESTIMATES

Land Use	Trip Category	Daily	A.M. Peak Hour	P.M. Peak Hour
Option A	Vehicle Trips	14,161	1,733	1,925
	Person Trips [1]	19,825	2,426	2,695
	Transit Trips [2]	2,379	291	323
Option B	Vehicle Trips	14,652	1,442	1,716
	Person Trips [1]	20,513	2,019	2,402
	Transit Trips [2]	2,462	242	288

Notes:
[1] Assumes an average vehicular occupancy (AVO) of 1.40.
[2] Assumes a TDM/Transit factor of 12%.

TABLE 42
CMP TRANSIT IMPACT ANALYSIS

	A.M. Peak Hour	P.M. Peak Hour
Option A		
Project Transit Trips	291	323
Existing Capacity Surplus (Deficit)	2,489	2,164
Surplus (Deficit) with Project	2,198	1,841
Proposed Project Improvements -		
Additional Bus [a]	1	1
Seated Capacity/Bus	66	66
Percentage Available for Project patrons	25%	25%
Additional Capacity	17	17
Final Surplus (Deficit) with Project Improvements	2,215	1,858
Option B		
Project Transit Trips	242	288
Existing Capacity Surplus (Deficit)	2,489	2,164
Surplus (Deficit) with Project	2,247	1,876
Proposed Project Improvements -		
Additional Bus [a]	1	1
Seated Capacity/Bus	66	66
Percentage Available for Project patrons	25%	25%
Additional Capacity	17	17
Final Surplus (Deficit) with Project Improvements	2,264	1,893

Note:
[a] The Project would add one articulated bus to Metro Rapid 750 travel along the Ventura Boulevard corridor.

VII. METRO BUS TRANSIT PLAZA

This chapter presents a summary of the activities of the Metro Bus Transit Plaza and the park & ride spaces currently located on Sites A and B before, during, and after construction of the Project.

EXISTING CONDITIONS

Currently, Sites A and B contain surface park & ride lots that provide approximately 564 parking spaces for Metro patrons and 20 parking spaces for patrons to the Campo de Cahuenga historic site. Except for 80 spaces reserved for permit holders, these spaces are made available to Metro patrons for free on a first-come, first-served basis, 24 hours per day, seven days per week. For the 80 reserved spaces located within Sites A and B, Metro operates a Paid-for-Parking program that allows patrons to purchase permits to park in any space within the designated reserved parking area before 11:00 a.m. Monday through Friday. After 11:00 a.m. on weekdays and all day on weekends, all parking, including reserved areas, is available to all Metro patrons. An area for passenger drop-off (kiss & ride) is also located on Site B adjacent to the Campo de Cahuenga historic site. The parking on Site A is accessed from a signalized intersection on Lankershim Boulevard at Main Street and Site B is accessed from a signalized intersection on Campo de Cahuenga Way.

The existing bus plaza, as shown in Figure 91, is located on Site C. The bus plaza includes 10 spaces that can accommodate 40-foot buses for loading and unloading, and 15 spaces that can accommodate 40-foot buses for layovers. A number of these spaces are able to accommodate articulated buses.

Buses enter the plaza from the signalized intersection on Campo de Cahuenga Way and unload passengers at one of two unloading zones. Buses either pick up passengers in one of the 10 designated locations or park in a layover location. Once the layover is complete, the bus moves to a loading zone and loads passengers from the designated locations and then exits

the facility at the same intersection on Campo de Cahuenga Way where there are designated right and left-turn lanes. Access to the plaza is for Metro vehicles and buses only.

The Metro Red Line subway runs north-south below Sites A, B and C. Portals to the Universal City Metro Red Line station are located on both the north and south sides of Campo de Cahuenga Way west of Lankershim Boulevard.

Sites D and E are located on the south side of US 101 and currently have approximately 68 and 161 parking spaces, respectively. The surface lots are currently used as overflow parking for the Metro park & ride on weekdays. Additionally, Site E is utilized as a park & ride facility for the Hollywood Bowl. On Hollywood Bowl event nights, parking is limited to Bowl patrons after 6:00 p.m. Although the Hollywood season runs early Spring to late Fall, the most frequent use of this lot for Hollywood Bowl park & ride occurs during high attendance events, primarily on Friday and Saturday nights between July and September.

PHASE 1 CONSTRUCTION

During construction of Phase 1 on Sites A and B, the 564 park & ride spaces from the Sites would be temporarily relocated to Sites D and E on the south side of the US 101. Site D would hold approximately 96 spaces and Site E would hold approximately 352 tandem parking spaces, resulting in a total of 448 spaces. As mentioned in Chapter IV, a temporary loss of access to the Campo de Cahuenga historic site and its 20 reserved parking spaces may occur. There would be a potential shortfall of 290 parking spaces available on-site during Phase 1 construction, including Metro park & ride and Campo de Cahuenga historic site spaces. The potential shortfall would be made up by providing 290 spaces at one or more off-site locations within walking distance of the Metro Red Line station or other locations with a shuttle service. However, a significant impact would remain if no such location is available.

During Phase 1 construction, the Metro Bus Transit Plaza would continue to operate from its existing location on Site C between the US 101, Lankershim Boulevard and Campo de Cahuenga Way. Access to the Metro Bus Transit Plaza would be from the signalized

intersection on Campo de Cahuenga Way. Operations are expected to remain consistent with existing conditions.

PHASE 1 COMPLETION

At completion of Phase 1, Site A would contain a five-level subterranean parking garage with a total of approximately 1,929 spaces designed to accommodate employees and visitors to the office building and media production facility.

Site B would contain a parking garage with up to two levels below ground and up to seven levels above ground. The ground floor of the Site B garage would contain the new Metro Bus Transit Plaza (relocated from Site C), with Metro park & ride spaces and additional automobile parking taking place on floors above and below the Metro Bus Transit Plaza level. The parking structure would hold approximately 1,780 parking spaces with 800 spaces set aside for Metro park & ride patrons and 25 spaces set aside for the Campo de Cahuenga historic site. Access to the parking spaces would be available at the signalized intersection on Campo de Cahuenga Way or via Bluffside Drive on the north side of the Project Site.

The ground level of the parking structure on Site B would contain the Metro Bus Transit Plaza, which would include a bus loading and layover facility. The exact configuration of the bus plaza within the garage is still under development by Metro, and the two final design options are shown in Figures 92 and 93. Buses would access the Metro Bus Transit Plaza from the signalized intersection on Campo de Cahuenga Way on the south side of the Project Site, and bus operation within the facility would be similar to existing bus operations. Entrance and exit lanes would be wider than 21 feet, which could accommodate left- and right-turn outbound lanes. The traffic signal would be shared with the parking structure lanes located to the east and west of the bus driveways. The ground floor of the garage has been designed with column placement and turning radii taken into account to accommodate the bus operations.

A universal loading zone for 40-foot buses, 45-foot buses and 60-foot articulated buses would be located near the pedestrian access point to the plaza which would lead to the existing subway portal approximately 250 to 300 feet. The facility would hold approximately 24

equivalent buses. Bus equivalence means each 40-foot and 45-foot bus is equivalent to one bus and a 60-foot articulated bus is equivalent to one and a half buses. The 24 equivalent bus spaces are comparable to the capacity of the existing bus plaza on Site C and are acceptable to Metro to accommodate both existing and future bus operations. There would be approximately 13 to 15 active bus loading and unloading locations and 4 bus layover locations, although the operations could be modified to accommodate changing bus schedules.

Only Metro vehicles and buses would be allowed in the Metro Bus Transit Plaza. The Metro Bus Transit Plaza would also contain parking for 3 to 4 Metro vehicles, and restroom and lounge facilities for Metro employees.

The signalized intersection on the south side of the Project Site at Campo de Cahuenga Way would provide separate inbound and outbound lanes to accommodate the buses to/from the bus plaza and vehicles to/from the parking spaces. Under the two final design options shown in Figures 90 and 91, the auto exit lane would require that vehicles make a right-turn onto Campo de Cahuenga Way while buses would be able to make either a right or left turn exiting the structure.

Once the Site B parking structure is complete, the facility would be able to accommodate both bus plaza operations and parking for the Metro park & ride activity. Metro has indicated a preference to leave the existing surface bus plaza in operation on Site C as long as possible, and therefore, the Metro Bus Transit Plaza level in the Site B parking garage could be used for automobile parking until Phase 2 construction commences.

PHASE 2

While the permanent location of the Metro Bus Transit Plaza would be located on Site B, Metro would have the option to continue operations at the existing location on Site C until construction on Phase 2 begins. Prior to the start of construction on Site C, Metro would relocate the bus plaza operations to the permanent location in the Metro Bus Transit Plaza on the ground level of the Site B garage.

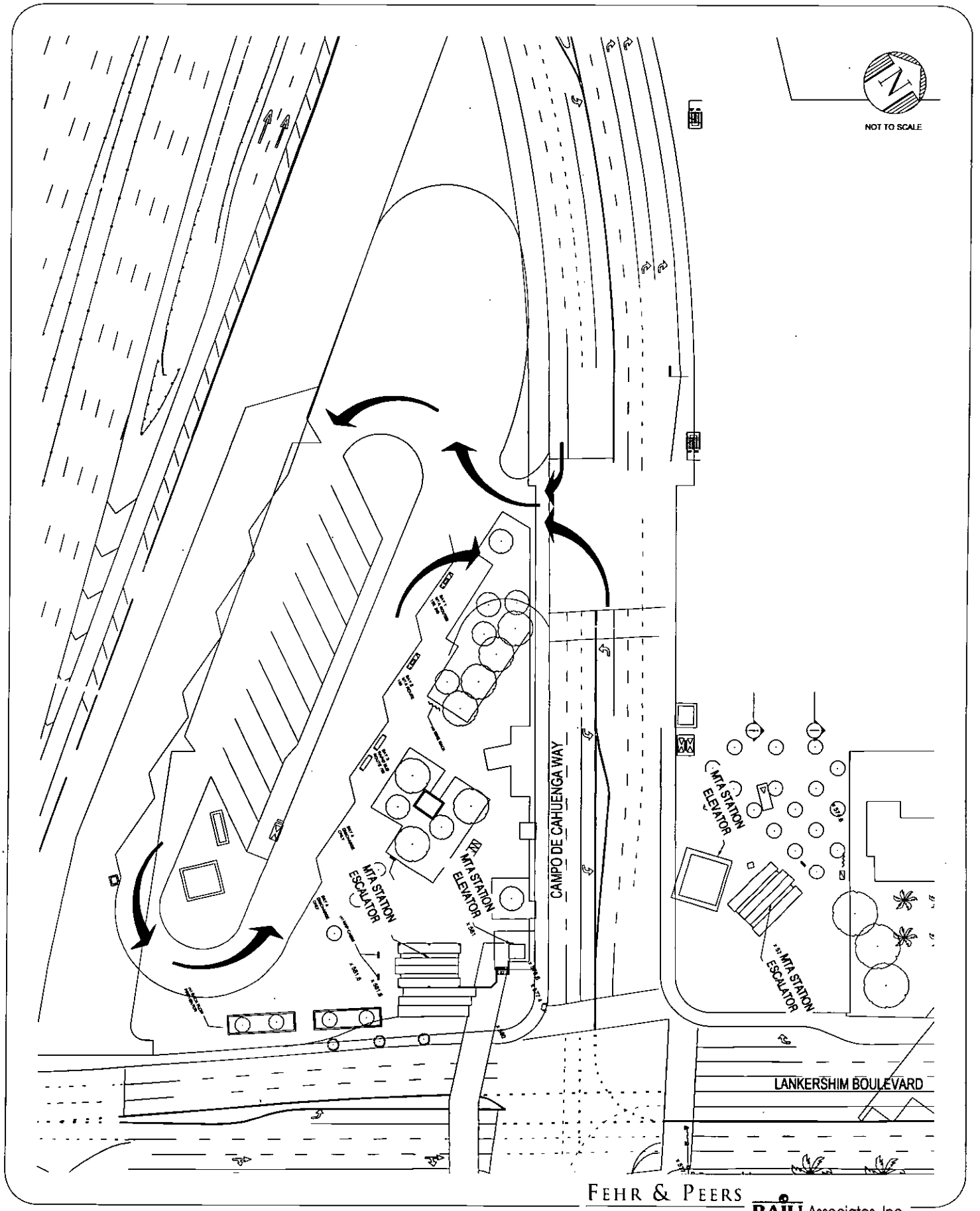

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FIGURE 91
EXISTING BUS PLAZA

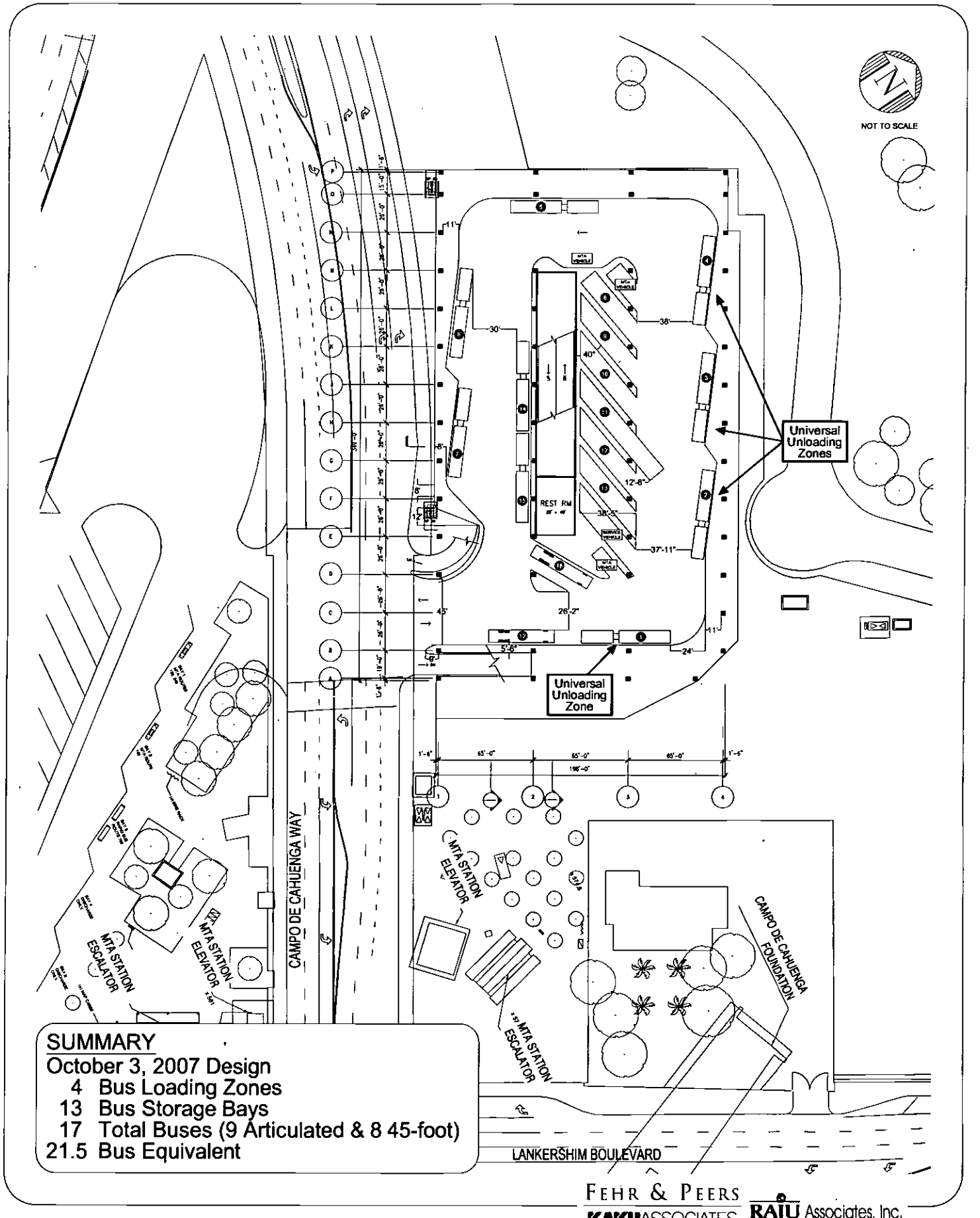


FIGURE 92
PROPOSED BUS PLAZA - OPTION I (349 FEET LENGTH)

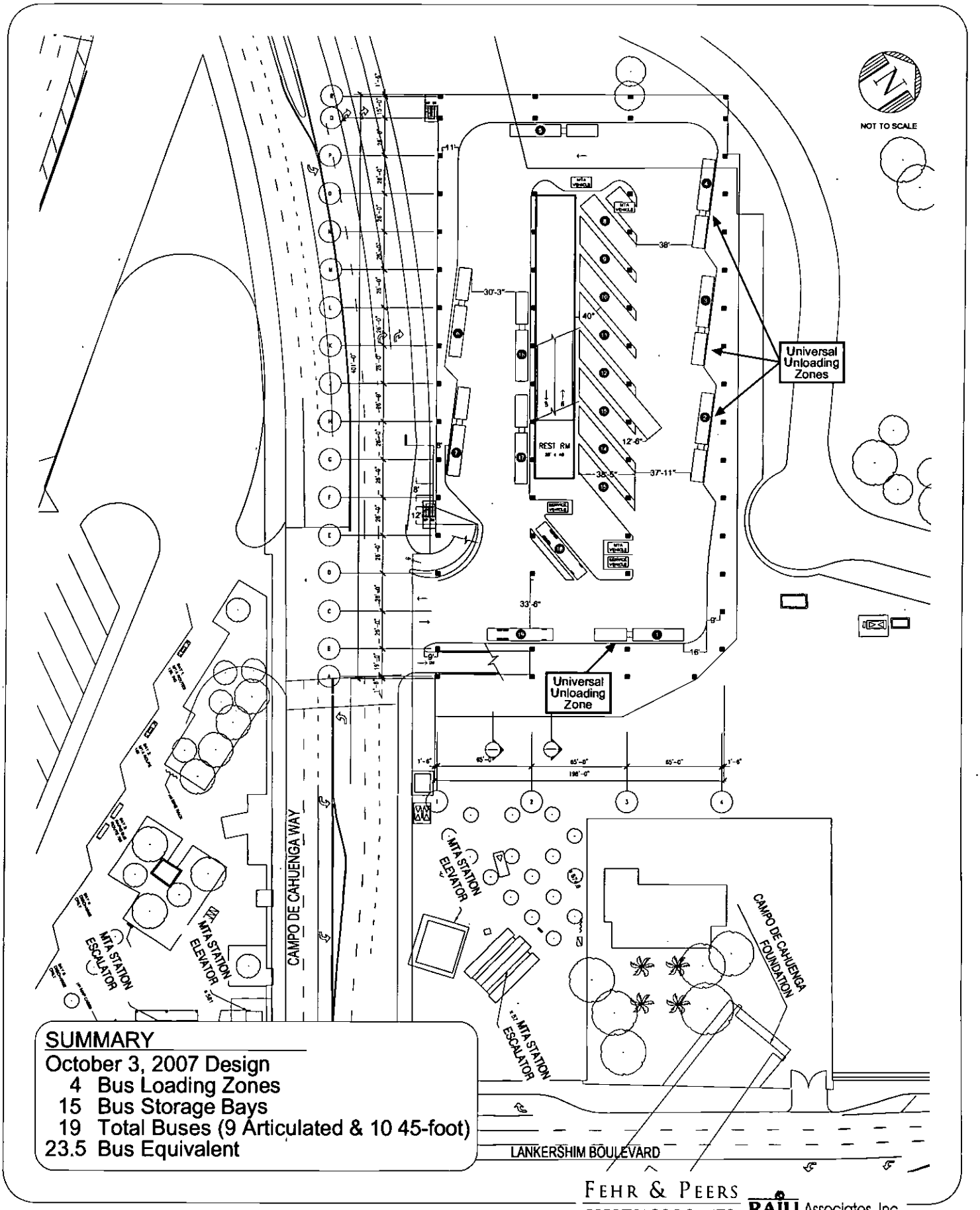


FIGURE 93

PROPOSED BUS PLAZA - OPTION II (400 FEET LENGTH)

VIII. CONSTRUCTION–RELATED STREET USE, IMPACTS AND MITIGATION MEASURES

Los Angeles Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles identifies four types of in-street construction impacts and 16 factors to be used for determining the significance of a project's impacts. Each of the four types of construction impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are:

1. Temporary traffic impacts – potential impacts on vehicular travelers on roadways
2. Temporary loss of access – potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers
4. Temporary loss of on-street parking – potential impacts on parkers

The factors identify the components that determine whether an impact might occur, or the extent to which it might occur. Each of the factors presents a consideration that would contribute to either (1) a potential inconvenience in the performance of one's daily activities (i.e., an impact on traffic operations) and/or (2) a concern to public safety, and have been considered in determining the extent to which an inconvenience or threat to safety would occur. These two significance thresholds address potential inconvenience and safety, respectively.

Traffic impacts from construction activities would be expected to occur as a result of the following types of activities:

- Increases in truck traffic associated with removal or import of fill materials and delivery of construction materials
- Increases in automobile traffic associated with construction workers traveling to and from the site
- Reductions in existing street capacity from temporary lane closures necessary for the construction of roadway improvements, utility relocation and drainage facilities

- Blocking existing vehicle or pedestrian access to other parcels fronting streets

The impact of construction truck traffic (including haul trucks) would be a lessening of the capacities of access streets and haul routes due to slower movements and larger turning radii of trucks. The construction schedule prepared by The Moote Group estimated that the average daily truck travel ranged from 150 trips per day during the average quarter to 626 trips per day during the peak quarter. On an average hourly basis, assuming a uniform distribution of trips over the workday, these daily trip totals would translate to 24 trips per hour in the average quarter and 92 trips per hour in the peak quarter. Assuming a passenger car equivalency (PCE) of 3.0, this level of truck travel would be equivalent to between 72 and 276 passenger cars per hour. *Transportation Research Circular No. 212* (Transportation Research Board) defines PCE for a vehicle, as the number of through moving passenger cars it is equivalent to, based on the vehicle's headway and delay creating effects. Figure 94 illustrates the projected hourly truck traffic during different quarters of the construction period. Outside of peak hours, this level of added traffic would not adversely affect street operations because of the reduced levels of traffic volumes present during these times.

PROPOSED HAUL ACTIVITY

The Project has two potential haul activity schedules: (1) Standard Haul Time and (2) Double Haul Time. The Double Haul Time schedule assumes additional night time hauling during Site A construction in Phase 1. For Site B construction in Phase 1 and Site C construction in Phase 2, no night time hauling is proposed in the Double Haul Time schedule.

Standard Haul Time

The proposed haul activity time periods for the Project under the Standard Haul Time schedule are from 7:00 a.m. to 5:00 p.m., Monday through Friday (10-hour day), and 8:00 a.m. to 6:00 p.m. on Saturdays (10-hour day) for a period of 125 days for Site A, 50 days for Site B, and 50 days for Site C. No haul truck activity would occur on Sundays. The proposed haul truck route to the disposal site (Puente Hills Landfill, Whittier, California) has been illustrated in Figure 95.

In Phase 1, for Site A approximately 310,837 cubic yards (CY) of earth material would be exported to the landfill site over the 125 day or a 5 month (25 day month) period (±2,487 CY per average day). For Site B, approximately 94,957 cubic yards (CY) of earth material would be exported to the landfill site over the 50 day or a 2 month (25 day month) period (±1,899 CY per average day). Thus for Phase 1, approximately 405,794 CY of earth material would be exported to the landfill site. Assuming ±3,000 CY per day, at approximately 14 CY per truck, this translates into 214 loads per weekday/Saturdays. Assuming five loads per truck per day, 43 trucks would be required on the weekdays and Saturdays and the average daily haul truck traffic would be 428 trips. On an average hourly basis, assuming a uniform distribution of trips over the workday, these daily trip totals would translate to 43 trips per hour on a weekday or a Saturday. This level of truck travel would be equivalent to 129 passenger cars per hour. Figure 95 also illustrates the proposed staging area along Campo de Cahuenga Way for the haul trucks.

In Phase 2, for Site C approximately 70,498 cubic yards (CY) of earth material would be exported to the landfill site over the 125 day or a 5 month (25 day month) period (±1,410 CY per average day). Assuming ±3,000 CY per day, at approximately 14 CY per truck, this translates into 214 loads per weekday/Saturdays. Assuming five loads per truck per day, 43 trucks would be required on the weekdays and Saturdays and the average daily haul truck traffic would be 428 trips. On an average hourly basis, assuming a uniform distribution of trips over the workday, these daily trip totals would translate to 43 trips per hour on a weekday or a Saturday. This level of truck travel would be equivalent to 129 passenger cars per hour.

Double Haul Time

The proposed haul activity time periods for Site A construction in Phase 1 under the Double Haul Time schedule are from 7:00 a.m. to 5:00 p.m., Monday through Friday (10-hour day), 9:00 p.m. to 4:00 a.m. , Sunday through Thursday (8-hour night), and 8:00 a.m. to 6:00 p.m. on Saturdays (10-hour day) for a period of 87.5 days. The proposed haul activity time periods for Site B construction in Phase 1 and Site C construction in Phase 2 under the Double Haul Time schedule are from 7:00 a.m. to 5:00 p.m., Monday through Friday (10-hour day), and 8:00 a.m. to 6:00 p.m. on Saturdays (10-hour day) for a period of 50 days for Site B and 50 days for Site

C. No haul truck activity would occur on Sundays. The proposed haul truck route to the disposal site (Puente Hills Landfill, Whittier, California) is the same as that for the Standard Haul Time schedule and has been illustrated in Figure 95.

In Phase 1, for Site A approximately 310,837 cubic yards (CY) of earth material would be exported to the landfill site over the 87.5 day or a 3.5 month (25 day month) period (±3,552 CY per average day/night). For Site B, approximately 94,957 cubic yards (CY) of earth material would be exported to the landfill site over the 50 day or a 2 month (25 day month) period (±1,899 CY per average day). Thus for Phase 1, approximately 405,794 CY of earth material would be exported to the landfill site. Assuming ±3,000 CY per day and ±5,000 per night, at approximately 14 CY per truck, this translates into 214 loads per day and 357 loads per night. Assuming five loads per truck per day and six loads per truck per night, 43 trucks would be required during the day and 60 trucks per night, and the average daily haul truck traffic would be 1,142 trips (428 day truck trips and 714 night truck trips). On an average hourly basis, assuming a uniform distribution of trips over the day, these haul truck trips trip totals would translate to 43 trips per hour during the day and 89 trips per hour during the night. This level of truck travel would be equivalent to 129 passenger cars per hour during the day and 267 passenger cars per hour during the night. Though the truck traffic is higher during the night hauling during Site A construction, it would occur outside of the peak hours and is therefore expected to have a greater impact on the street system compared to the truck traffic during the day hauling. Figure 95 also illustrates the proposed staging area along Campo de Cahuenga Way for the haul trucks.

In Phase 2, for Site C the exported earth material, loads and traffic estimates are the same as under the Standard Haul Time schedule.

CONSTRUCTION WORKERS

Construction worker traffic would depend on not only the level of effort during various construction phases, but also on the mode and time of travel of the workers. The hours of construction typically require workers to be on-site before the morning commute peak period and allow them to leave before/after the afternoon peak period. It is estimated that the daily

manpower would be 230 workers during the average quarter, which would rise to about 412 workers during the peak quarter. Conservatively, assuming that 25% of the construction employees would enter or leave the Project Site during the peak hours, this translates to 58 trips in the average quarter and 103 trips in the peak quarter during the peak commute periods. If the construction workers are required to park at an off-site location, then a shuttle would be provided between the off-site location and the Project Site. Figure 96 illustrates the projected hourly employee trips during different quarters of the construction period.

POTENTIAL IMPACTS FROM CONSTRUCTION TRAFFIC

Impacts from construction traffic would primarily affect the following roadways in and around the Project Site:

- Lankershim Boulevard
- Campo de Cahuenga Way
- Valleyheart Drive
- Bluffside Drive

Potential impacts associated with physical construction of the Project, e.g., lane closures, would be limited to those locations immediately adjacent to or those within the Project Site. The most notable impact would occur with the road widening of Lankershim Boulevard, adjacent to the Project Site. Widening of the roadway would require a temporary reduction in lane capacity (one lane in one direction) and could cause delays for vehicles traveling in that direction. Otherwise, the physical effects of construction would be limited. Construction of the curb cuts and access roadways and driveways would occur prior to the completion of the development.

Bluffside Drive currently has one lane of travel in each direction with parking on the west side of the street. During the construction period, potential temporary impacts may result from elimination of parking on Bluffside Drive for construction activities. Bluffside Drive would, however, continue to operate with one travel lane in each direction. Parking would be restored upon completion of construction.

Overall, the impact on the transportation system from construction activities would be temporary

in nature and would cause an intermittent reduction in street and intersection operating capacity near the Project Site. Impacts on traffic conditions associated with construction of projects are typically considered temporary, short-term adverse impacts, but not significant. LADOT has not established a significance threshold for such impacts. Nonetheless, two significance thresholds have been identified as stated above.

As to the first significance threshold, regarding substantial inconvenience to auto travelers, bus riders or parkers, it has been concluded that the relocation of the bus plaza and the Metro park & ride spaces would be considered significant by the affected parties. As mitigation for this impact, the Project proposes to run a shuttle service between the off-site park & ride lots and the Metro Red Line station to minimize the inconvenience caused during the construction. During construction periods when parking for construction workers is unavailable on-site, workers would park at off-site locations and a shuttle would be provided between the off-site lot and the Project Site if the lot is beyond walking distance. Delays from additional construction traffic and/or construction activities at other locations are not expected to be substantial. Construction traffic impacts on roadway operations are considered to be potentially short-term significant impacts, prior to mitigation. Accordingly, mitigation measures are recommended below to reduce those short-term impacts to levels that would be considered less than significant. However, the impact would be considered unmitigated and significant if suitable off-site parking for park & ride patrons is unavailable.

As to the second significance threshold, regarding hazardous conditions, Project construction is not expected to create hazards for roadway travelers, as long as commonly practiced safety procedures for construction are followed. Such procedures have been incorporated into the mitigation measures for construction impacts.

MITIGATION MEASURES

The Project Applicant shall prepare construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans satisfactory to the affected jurisdictions. Construction traffic management plans shall include the following elements:

1. Provisions to configure construction parking to minimize traffic interference to the extent feasible;

2. Provisions for temporary traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person);

3. Scheduling construction activities that affect traffic flow on public roadways to off-peak hours to the extent feasible;

4. Rerouting construction trucks off congested streets to the extent feasible;

5. Consolidating truck deliveries;

6. Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site, to the extent feasible;

7. Construction-related vehicles shall not park on any residential street;

8. No construction activity shall block access to any residence or place of business, without prior consent or compensation;

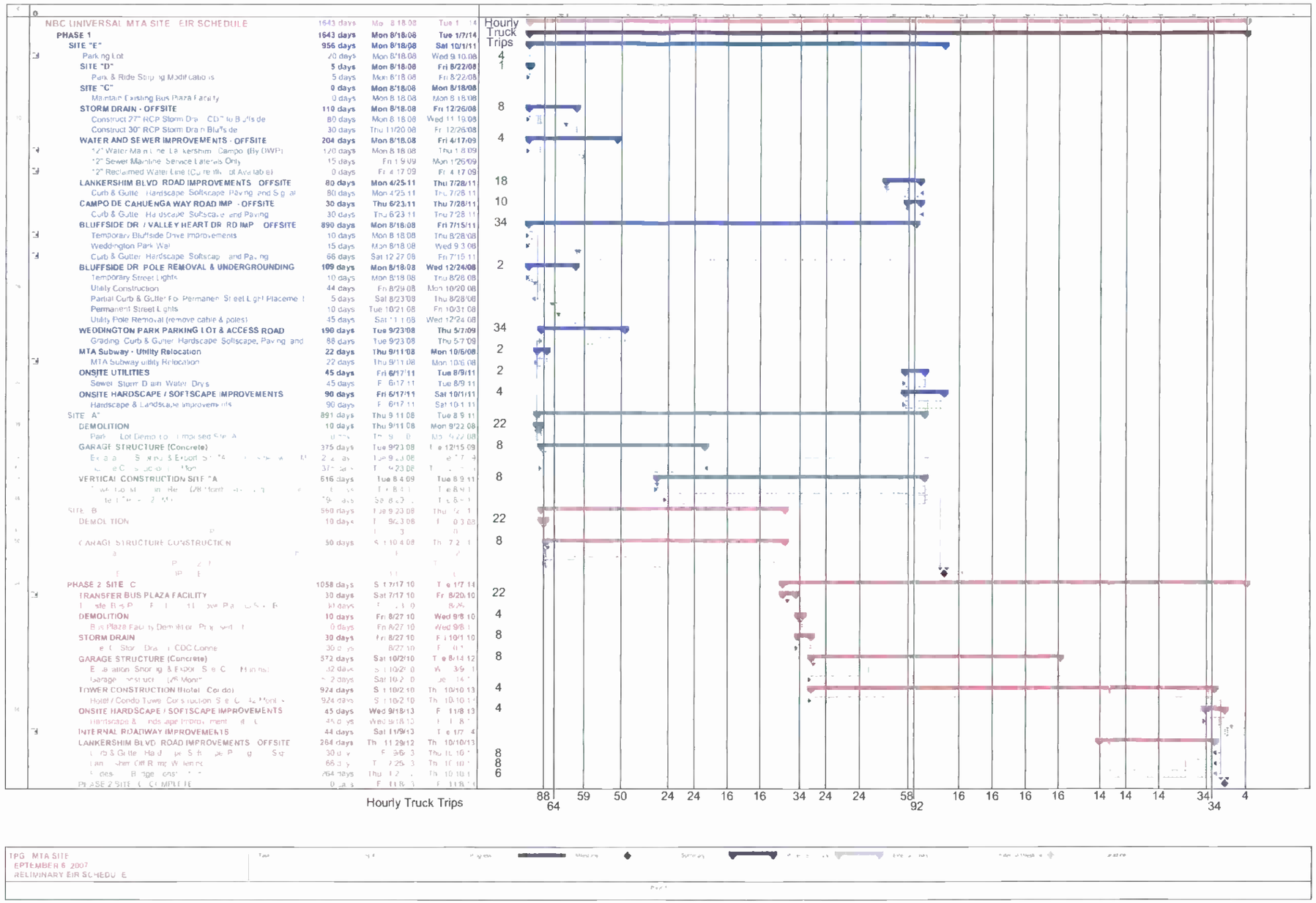
9. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing, and protection barriers;

10. All contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the Applicant;

11. All construction-related deliveries, other than concrete and earthwork-related deliveries, shall be restricted to non-peak travel periods to the extent feasible;

12. Construction vehicle travel through neighboring jurisdictions other than the City of Los Angeles shall be conducted in accordance with the standard rules and regulations established by the respective jurisdictions where such jurisdictions would be subject to construction impacts. These include allowable operating times for construction activities, truck haul routes, clearance requirements, etc; and

13. Prior to the issuance of any permit for the Project, required permits for the truck haul routes shall be obtained from the City of Los Angeles.



Source: The Moote Group, October 2007

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FIGURE 94
PROPOSED CONSTRUCTION SCHEDULE - HOURLY TRUCK TRIPS

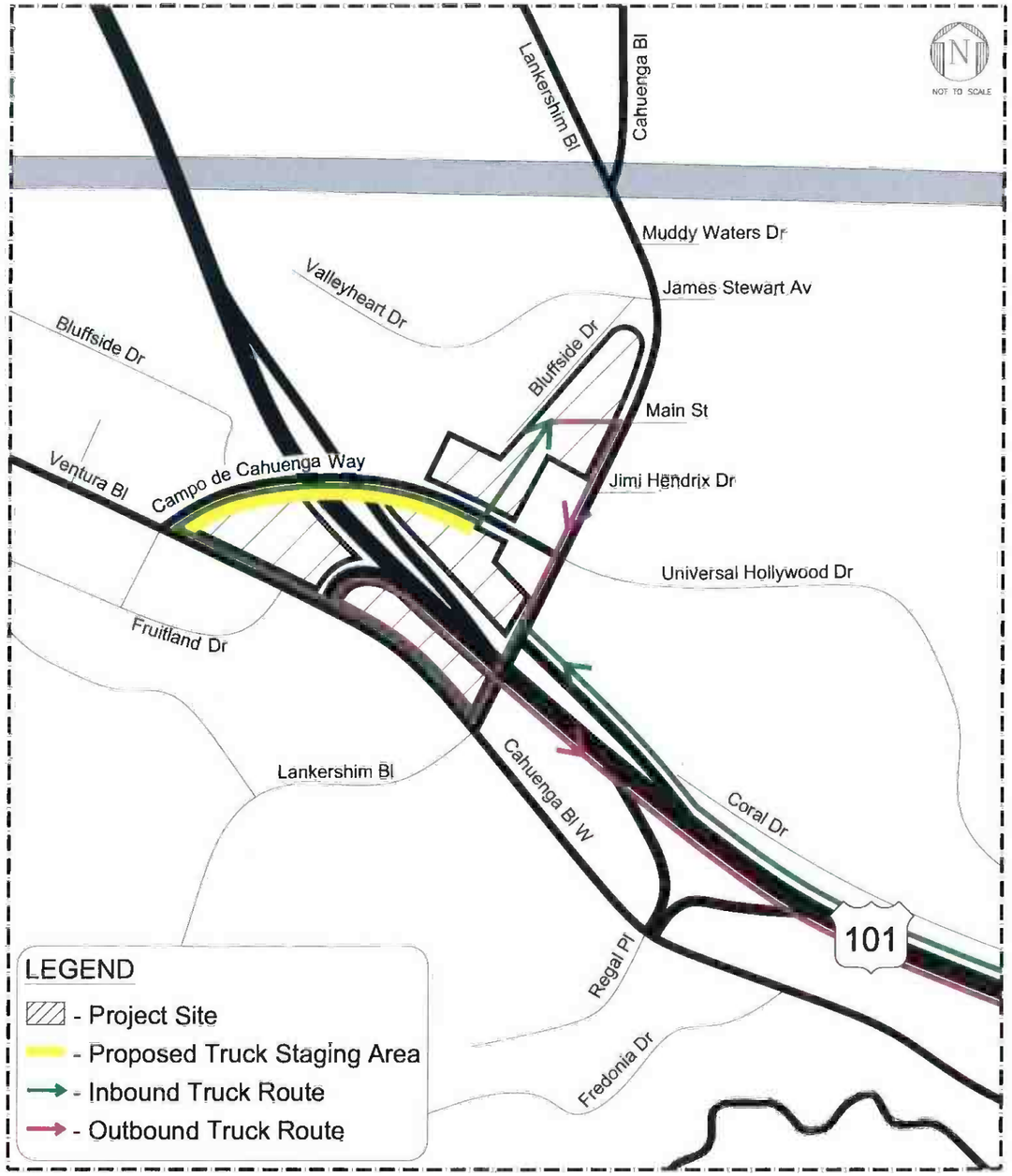

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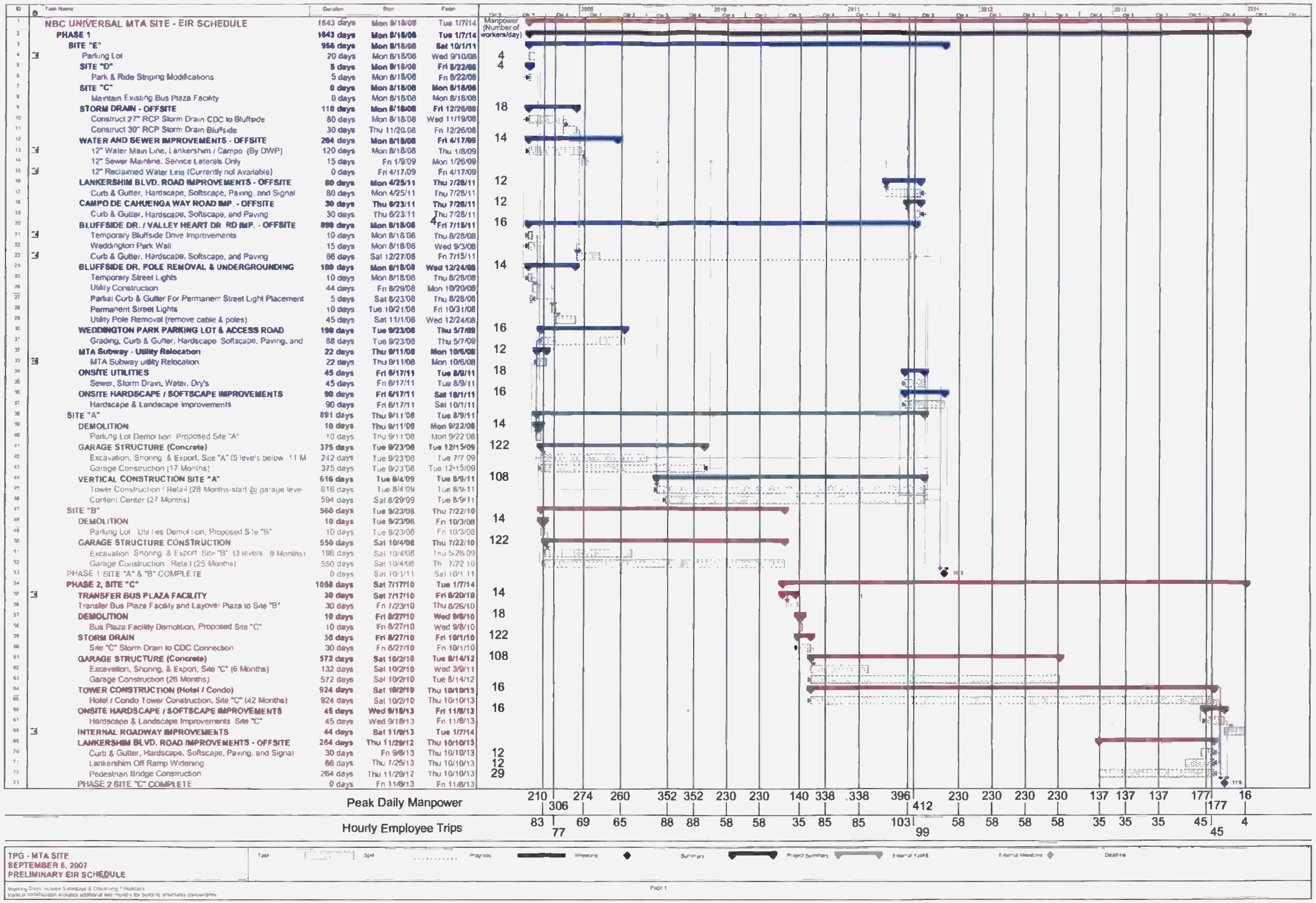
FIGURE 95
PROPOSED HAUL ROUTE



Source: The Moote Group, October 2007

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FIGURE 96
PROPOSED CONSTRUCTION SCHEDULE - HOURLY EMPLOYEE TRIPS

IX. NEIGHBORHOOD INTRUSION IMPACT ANALYSIS

This section presents an analysis of the intrusion impacts to neighborhoods in the vicinity of the Project, in accordance with the guidelines outlined in the *Los Angeles Thresholds Guide*.

SIGNIFICANCE THRESHOLD FOR NEIGHBORHOOD INTRUSION IMPACTS

Los Angeles Thresholds Guide offers recommended thresholds for neighborhood intrusion impacts based on the addition of project traffic on the future traffic conditions of neighborhood streets, as follows:

> A proposed project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:
>
> ADT increase $\geq$ 120 trips if final ADT* < 1,000
>
> ADT increase $\geq$ 12% if final ADT* $\geq$ 1,000 and < 2,000
>
> ADT increase $\geq$ 10% if final ADT* $\geq$ 2,000 and < 3,000
>
> ADT increase $\geq$ 8% if final ADT* $\geq$ 3,000
>
> *Final ADT is defined as total projected future daily volume including project, ambient, and related project growth.

According to these guidelines, the minimum number of trips required to trigger a potential impact starts at 120 project trips per day and increases as a function of the traffic conditions on the street.

The most conservative significance threshold of all of those mentioned, 120 additional trips, has been applied as the significance threshold for the Project. Hence, for any neighborhood in which traffic could be increased by 120 trips per day or more on any local residential streets, a potentially significant impact by the Project, prior to mitigation, is identified.

METHODOLOGY FOR DETERMINATION OF IMPACT

Three conditions must be present to create the conditions under which there could be a significant impact on local streets in a neighborhood:

- Sufficient congestion on arterial corridors such that motorists traveling along the corridor may desire to divert to a parallel route through a residential neighborhood. Unless congestion is severe, travel along arterial streets is generally faster than through neighborhoods, since arterial streets typically provide greater capacities, higher travel speeds, less driveway access, fewer stop signs, etc. For the purposes of this analysis, projected congested conditions of LOS E or F at key intersections along an arterial corridor were considered to represent congested conditions sufficient to cause motorists to seek alternative routes.

- Sufficient Project traffic projected to be added to the arterial corridors selected above, such that the volume that may shift to an alternative route could exceed the minimum significance threshold of 120 or more daily trips. The majority of vehicles on an arterial corridor tend to remain on that corridor even under congested conditions, with only a small portion of motorists inclined to seek alternative routes. Therefore, corridors to which the Project may add 1,200 or more daily trips were examined, assuming that at most only 10% of these trips may shift to alternative routes on average across a 24-hour period (the proportion that may shift could be higher than 10% during congested peak periods of the day but much less than 10% or almost none during uncongested non-peak periods of the day).

- Availability of local neighborhood street(s) providing a parallel route of travel.

If one or more of these factors is absent, significant neighborhood traffic impacts would not be anticipated.

NEIGHBORHOOD INTRUSION IMPACT ANALYSIS

The neighborhood intrusion impact analysis was conducted for both the Future with Project and the Future with Project with Mitigation scenarios.

Neighborhood Impacts – Future with Project Scenario

As mentioned in Chapter IV, under the Future with Project scenario (0% TDM), the Project is expected to generate approximately 14,161 daily trips on a typical weekday, including 2,100 afternoon peak hour trips under Option A. Under Option B, the Project is projected to generate approximately 14,652 daily trips on a typical weekday, including 1,891 afternoon peak hour trips assuming a 0% TDM/transit credit. Using the Metro Universal Transportation Model developed for the Project, the number of trips that may be added to any particular arterial corridor was projected, and the extent of the projected addition of 1,200 or more daily trips was determined. Since the model provides peak hour but not daily assignments, daily Project trips were estimated by multiplying the afternoon peak hour Project trips by a factor of 10. Figure 97 illustrates the extent of this area along each of the corridors leading to/from the Project Site.

Intersections along the arterial corridors that are projected to operate at LOS E or F under Future with Project with Mitigation conditions are also identified in Figure 97.

As can be seen, corridors to which 1,200 or more daily trips are projected to be added by the Project include:

- Lankershim Boulevard between Valleyheart Drive/James Stewart Avenue and Riverside Drive
- Cahuenga Boulevard between Lankershim Boulevard and the SR 134 eastbound ramps
- Riverside Drive/Alameda Avenue between Ledge Avenue/Moorpark Way and Evergreen Street/Hollywood Way
- Alameda Avenue between Riverside Drive and Hollywood Way
- Cahuenga Boulevard between Lankershim Boulevard to Universal Studios Boulevard
- Ventura Boulevard between Riverton Avenue/Campo de Cahuenga Way to Tujunga Avenue
- Campo de Cahuenga Way between Lankershim Boulevard and Ventura Boulevard

The presence of congested cumulative conditions and the availability of local street(s) providing a parallel route of travel in the vicinity of congested portions of the corridors were then

investigated for each of the corridors. The following discusses the results of this investigation for each corridor:

- Lankershim Boulevard, Ventura Boulevard/Cahuenga Boulevard to Riverside Drive - The two intersections along the Lankershim Boulevard corridor from Ventura Boulevard/Cahuenga Boulevard to Riverside Drive that are projected to operate at LOS E or F are the intersections of Lankershim Boulevard at Moorpark Street and at Campo de Cahuenga Way/Universal Hollywood Drive. A potential alternative route that would avoid the Lankershim Boulevard & Moorpark Street intersection could be Valley Spring Lane to Satsuma Avenue to Whipple Street to Vineland Avenue. No parallel alternative routes via local residential streets are available as a bypass to Lankershim Boulevard around the Campo de Cahuenga Way/Universal Hollywood Drive intersection.

- Cahuenga Boulevard, Lankershim Boulevard to Camarillo Street – The sole intersection along the Cahuenga Boulevard corridor from Lankershim Boulevard to Camarillo Street that is projected to operate at LOS E or F is the intersection of Cahuenga Boulevard at Riverside Drive. A potential alternative route that would avoid the Cahuenga Boulevard & Riverside Drive intersection could be Valley Spring Lane to Ledge Avenue to Sarah Street and back to Cahuenga Boulevard.

- Riverside Drive/Alameda Avenue, Ledge Avenue/Moorpark Way to Evergreen Street/Hollywood Way – No intersections are projected to operate at LOS E or F along the Riverside Drive/Alameda Avenue corridor from Ledge Avenue/Moorpark Way to Evergreen Street/Hollywood Way. No significant neighborhood intrusion impacts would therefore be anticipated in this area.

- Moorpark Way, Cahuenga Boulevard to Ledge Avenue/Riverside Drive – No intersections are projected to operate at LOS E or F along the Moorpark Way corridor from Cahuenga Boulevard to Ledge Avenue/Riverside Drive. No significant neighborhood intrusion impacts would therefore be anticipated in this area.

- Alameda Avenue, Riverside Drive to Hollywood Way – The sole intersection along the Alameda Avenue corridor from Riverside Drive to Hollywood Way that is projected to operate at LOS E or F is the intersection of Alameda Avenue at Hollywood Way. Due to the physical barriers created by the SR 134 freeway, there are no parallel routes via local residential streets available as a bypass to Alameda Avenue around the Hollywood Way intersection. Therefore, no significant neighborhood intrusion impacts would be anticipated in this area.

- Cahuenga Boulevard, Lankershim Boulevard to Universal Studios Boulevard – No intersections are projected to operate at LOS E or F along the Cahuenga Boulevard corridor from Lankershim Boulevard to Universal Studios Boulevard. No significant neighborhood intrusion impacts would therefore be anticipated in this area.

- Ventura Boulevard, Lankershim Boulevard to Universal Studios Boulevard – The sole intersection along the Ventura Boulevard corridor from Riverton Avenue/ Campo de Cahuenga Way to Tujunga Avenue that is projected to operate at LOS E or F is the intersection of Vineland Avenue at Ventura Boulevard. A potential alternative route that

would avoid the Ventura Boulevard & Vineland Avenue intersection could be Riverton Avenue to Fruitland Drive and back to Ventura Boulevard.

- Campo de Cahuenga Way, Lankershim Boulevard to Ventura Boulevard – No intersections are projected to operate at LOS E or F along the Campo de Cahuenga Way corridor from Lankershim Boulevard to Ventura Boulevard. No significant neighborhood intrusion impacts would therefore be anticipated in this area.

On the basis of the above investigation, neighborhoods were identified that may be subject to significant neighborhood intrusion impacts. They are also illustrated in Figure 97, and they include the areas bounded by (1) the SR 134 freeway to the north, Forman Avenue to east, Valley Spring Lane to the south, and Vineland Avenue to the west, and (2) Ventura Boulevard to the north, Riverton Avenue to the east, Fruitland Drive and Vineland Avenue to the south, and Fruitland Drive to the west.

Neighborhood Impacts – Future with Project with Mitigation Scenario

As mentioned in Chapter V, under Option A, the Project Site is projected to generate approximately 12,462 daily trips on a typical weekday, including 1,869 afternoon peak hour trips assuming a 12% TDM/transit credit. Under Option B, the Project is projected to generate approximately 12,894 daily trips on a typical weekday, including 1,685 afternoon peak hour trips assuming a 12% TDM/transit credit. Using the Metro Universal Transportation Model developed for the Project, the number of trips that may be added to any particular arterial corridor was projected, and the extent of the projected addition of 1,200 or more daily trips was determined. Since the model provides peak hour but not daily assignments, daily Project trips were estimated by multiplying the afternoon peak hour Project trips by a factor of 10. Figure 98 illustrates the extent of this area along each of the corridors leading to/from the Project Site.

Intersections along the arterial corridors that are projected to operate at LOS E or F under Future with Project with Mitigation conditions are also identified in Figure 98.

As can be seen, corridors to which 1,200 or more daily trips are projected to be added by the Project include:

- Lankershim Boulevard between Valleyheart Drive/James Stewart Avenue and Riverside Drive
- Cahuenga Boulevard between Lankershim Boulevard and the SR 134 eastbound ramps
- Riverside Drive/Alameda Avenue between Ledge Avenue/Moorpark Way and Evergreen Street/Hollywood Way
- Alameda Avenue between Riverside Drive and Hollywood Way
- Cahuenga Boulevard between Lankershim Boulevard to Universal Studios Boulevard
- Campo de Cahuenga Way between Lankershim Boulevard and Ventura Boulevard

The presence of congested cumulative conditions and the availability of local street(s) providing a parallel route of travel in the vicinity of congested portions of the corridors were then investigated for each of the corridors. The following discusses the results of this investigation for each corridor:

- Lankershim Boulevard, Ventura Boulevard/Cahuenga Boulevard to Riverside Drive - The two intersections along the Lankershim Boulevard corridor from Ventura Boulevard/Cahuenga Boulevard to Riverside Drive that are projected to operate at LOS E or F are the intersections of Lankershim Boulevard at Moorpark Street and at Campo de Cahuenga Way/Universal Hollywood Drive. A potential alternative route that would avoid the Lankershim Boulevard & Moorpark Street intersection could be Valley Spring Lane to Satsuma Avenue to Whipple Street to Vineland Avenue. No parallel alternative routes via local residential streets are available as a bypass to Lankershim Boulevard around the Campo de Cahuenga Way/Universal Hollywood Drive intersection.

- Cahuenga Boulevard, Lankershim Boulevard to Camarillo Street – The sole intersection along the Cahuenga Boulevard corridor from Lankershim Boulevard to Camarillo Street that is projected to operate at LOS E or F is the intersection of Cahuenga Boulevard at Riverside Drive. A potential alternative route that would avoid the Cahuenga Boulevard & Riverside Drive intersection could be Valley Spring Lane to Ledge Avenue to Sarah Street and back to Cahuenga Boulevard.

- Riverside Drive/Alameda Avenue, Ledge Avenue/Moorpark Way to Evergreen Street/Hollywood Way – No intersections are projected to operate at LOS E or F along the Riverside Drive/Alameda Avenue corridor from Ledge Avenue/Moorpark Way to Evergreen Street/Hollywood Way. No significant neighborhood intrusion impacts would therefore be anticipated in this area.

- Moorpark Way, Cahuenga Boulevard to Ledge Avenue/Riverside Drive – No intersections are projected to operate at LOS E or F along the Moorpark Way corridor from Cahuenga Boulevard to Ledge Avenue/Riverside Drive. No significant neighborhood intrusion impacts would therefore be anticipated in this area.

- Alameda Avenue, Riverside Drive to Hollywood Way – The sole intersection along the Alameda Avenue corridor from Riverside Drive to Hollywood Way that is projected to operate at LOS E or F is the intersection of Alameda Avenue at Hollywood Way. Due to the physical barriers created by the SR 134 freeway, there are no parallel routes via local residential streets available as a bypass to Alameda Avenue around the Hollywood Way intersection. Therefore, no significant neighborhood intrusion impacts would be anticipated in this area.

- Cahuenga Boulevard, Lankershim Boulevard to Universal Studios Boulevard – No intersections are projected to operate at LOS E or F along the Cahuenga Boulevard corridor from Lankershim Boulevard to Universal Studios Boulevard. No significant neighborhood intrusion impacts would therefore be anticipated in this area.

- Campo de Cahuenga Way, Lankershim Boulevard to Ventura Boulevard – No intersections are projected to operate at LOS E or F along the Campo de Cahuenga Way corridor from Lankershim Boulevard to Ventura Boulevard. No significant neighborhood intrusion impacts would therefore be anticipated in this area.

On the basis of the above investigation, neighborhoods were identified that may be subject to significant neighborhood intrusion impacts. They are also illustrated in Figure 98, and they include the areas bounded by the SR 134 freeway to the north, Forman Avenue to east, Valley Spring Lane to the south, and Vineland Avenue to the west.

NEIGHBORHOOD INTRUSION MITIGATION MEASURES

Mitigation of neighborhood traffic intrusion impacts requires development and implementation of a neighborhood traffic management plan that would identify measures to make local routes less attractive to 'through' traffic, such as turn restrictions, chokers or narrowing of street widths, diverters or semi-diverters, cul-de-sacs or street closures, speed humps, and stop signs. Because implementation of neighborhood traffic controls on one street can cause intruding traffic to shift to other streets, an effective neighborhood traffic management plan can only be implemented on an area-wide basis with all affected parties involved in development of the plan, including neighborhood residents, Council representatives, planners, and traffic engineers.

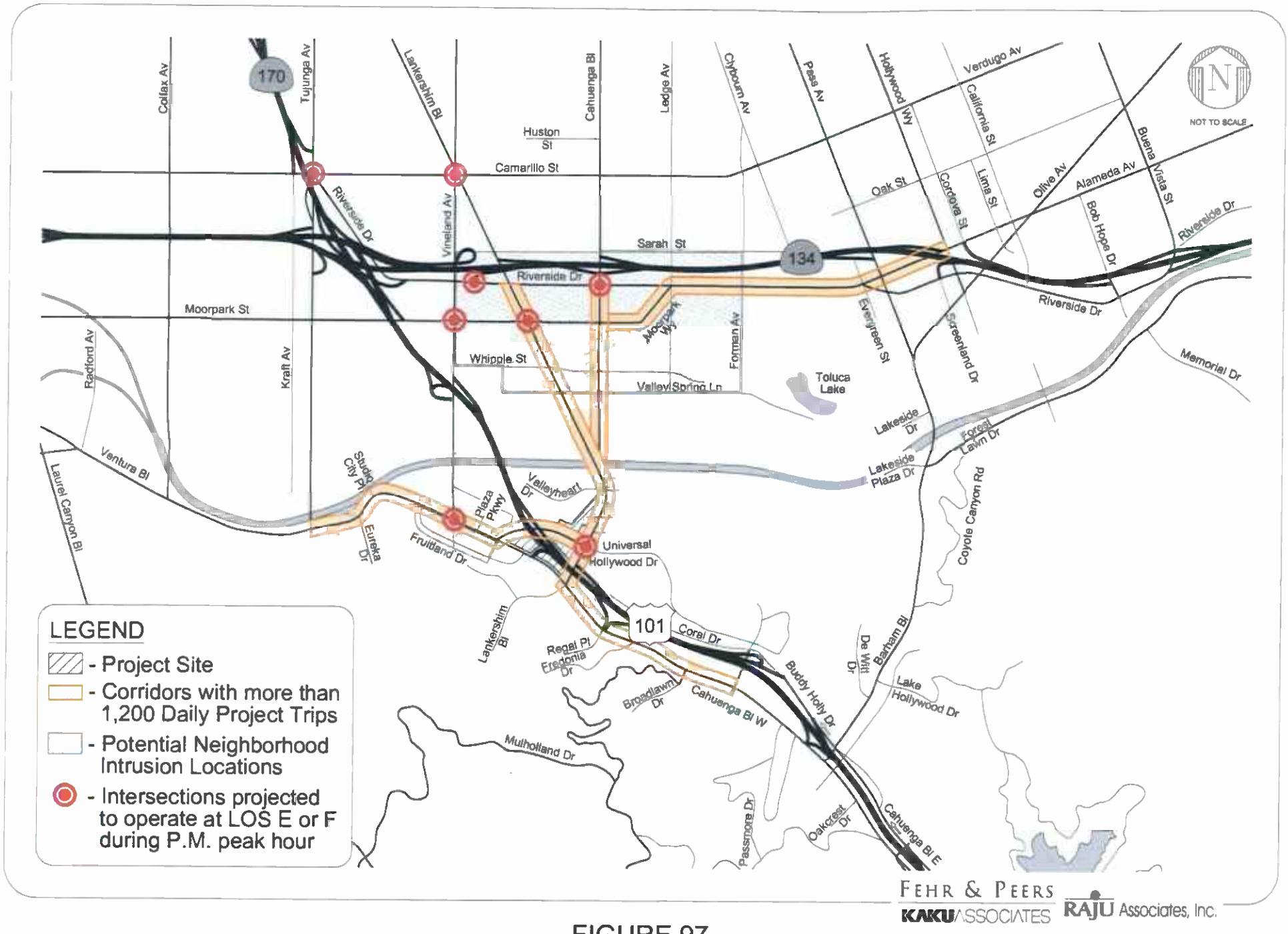
The City of Los Angeles has a neighborhood traffic management process in place that includes a number of specific steps. In the event that neighbors are concerned with the potential impact of a proposed project, they may petition LADOT for a neighborhood traffic study. If a sufficient

number of neighbors agree that there is a potential significant problem, LADOT would collect "before" data summarizing existing conditions. Once the development in question is open and generating traffic, LADOT would again collect traffic flow data and would analyze the data to see if the conditions have indeed changed from the "before" project conditions. If the traffic conditions have changed and if LADOT believes that the changes are attributable to the project, LADOT would work with the residents to identify traffic calming/traffic management improvements that would address the traffic problem. If the residents agree that the suggested solutions are workable, the improvements are installed on a temporary, trial basis. Once the improvements have been in place for a sufficient trial (usually six months) the neighbors are asked if they want the improvements to be installed on a permanent basis. If a sufficient number of neighbors approve, the improvements are installed permanently.

Accordingly, the following mitigation measure is recommended to provide mechanisms for the development of neighborhood traffic management plan(s) in the potentially impacted neighborhoods, should they be requested by residents in the community:

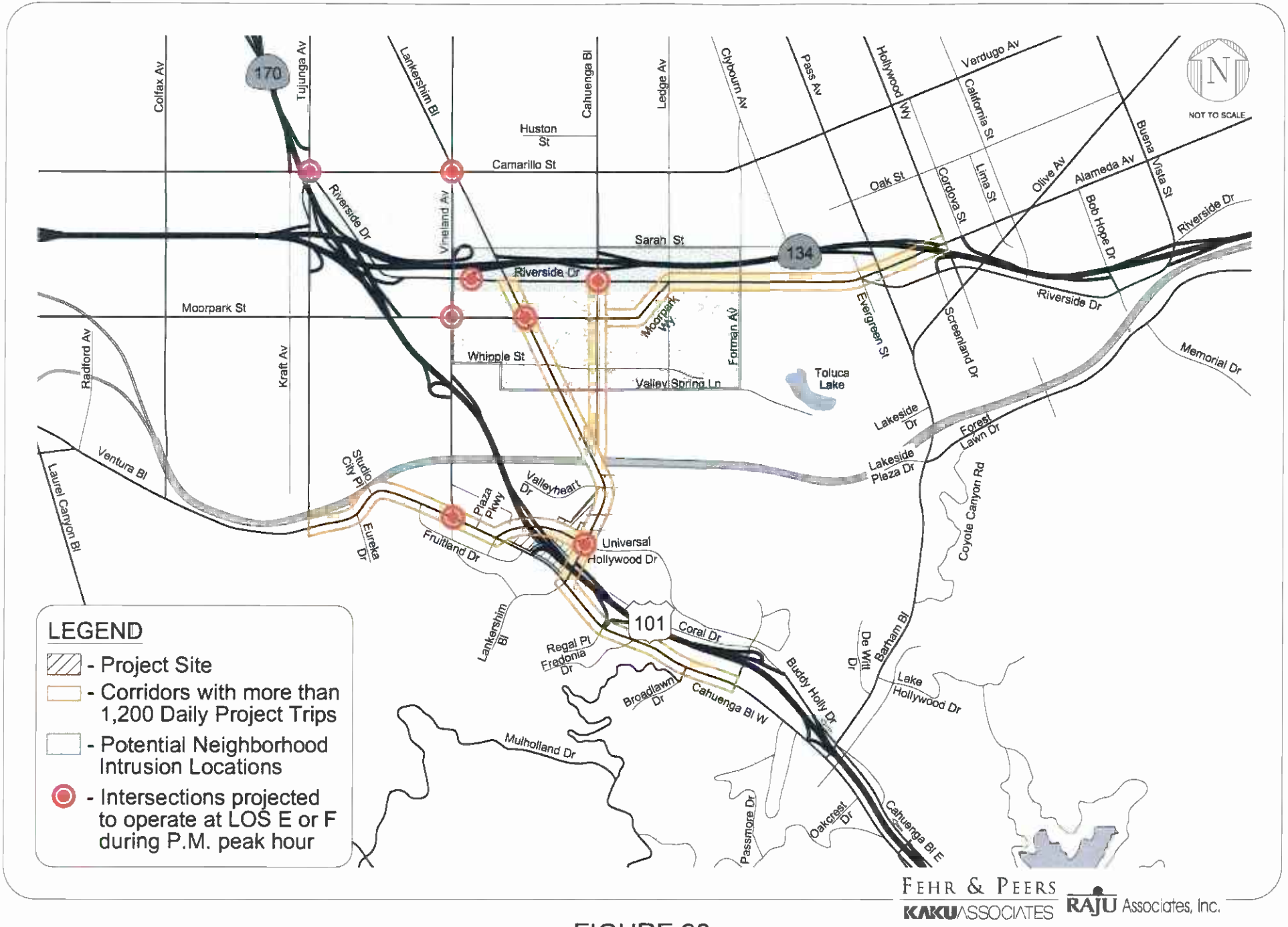
> Pursuant to the schedule established in the final adopted subphasing program, the Applicant shall provide a funding mechanism, up to $250,000, acceptable to LADOT for necessary City staff support for development of neighborhood traffic management plan(s), and for subsequent implementation of traffic calming measures contained in the plan(s). Of the $250,000, 10 to 15% would be reserved for the development of the plans by the City staff. Development of a plan for any particular community would be initiated at the request of the residents in the community. Eligible communities would include the residential neighborhoods within the boundaries listed below:
>
> - SR 134 freeway to the north, Forman Avenue to east, Valley Spring Lane to the south and Vineland Avenue to the west.

If no consensus is reached amongst the neighbors and/or LADOT, a significant traffic intrusion impact at the neighborhood would remain.



FEHR & PEERS
KAKU ASSOCIATES
RAJU Associates, Inc.

FIGURE 97
NEIGHBORHOOD INTRUSION IMPACT ANALYSIS
FUTURE WITH PROJECT SCENARIO



FEHR & PEERS KAKU ASSOCIATES RAJU Associates, Inc.

FIGURE 98
NEIGHBORHOOD INTRUSION IMPACT ANALYSIS
FUTURE WITH PROJECT WITH MITIGATION SCENARIO

X. SITE ACCESS AND INTERNAL CIRCULATION

This chapter summarizes the site access and internal circulation. The access impacts analysis relate to the provision of access to and from the Project Site, which may include safety, operational or capacity impacts, and was performed in accordance with the guidelines outlined in *Los Angeles Thresholds Guide*.

SITE ACCESS

Phase 1

The proposed circulation for the Project is illustrated in Figure 28. Vehicular access to the Phase 1 component of the Project would be provided from Lankershim Boulevard, Campo de Cahuenga Way, and Bluffside Drive. Access to the underground parking structure on Site A would be provided from Lankershim Boulevard opposite the Main Gate entrance to the Universal Studios property, at the existing signalized intersection. A second right-turn in only driveway would be provided into the Site A garage from Lankershim Boulevard between the Universal Studios Hollywood Main Gate and Valleyheart Drive. An exit from the Site A garage would be provided to Bluffside Drive. No inbound access, except for service vehicles, would be permitted from Bluffside Drive into the Site A garage.

Vehicular access to the parking structure on Site B would be provided from Campo de Cahuenga Way and Bluffside Drive. Access to the Metro Bus Transit Plaza would be from Campo de Cahuenga Way.

The Bluffside Drive entrance to the Site B facilities would be accessible by automobiles only.

As mentioned above, Bluffside Drive would be used to provide automobile access to the Site B parking structure. Service vehicle loading facilities for the office and media production facility

would be provided on the west side of the media production facility with vehicular access provided from Bluffside Drive. A gated security entrance would be constructed on the east side of Bluffside Drive in order to control access and maintain security in the loading dock area. Trucks delivering to the loading dock would include tractor-trailers as well as small and medium-sized delivery trucks and vans. Operating hours for the trucks would be 24 hours per day. LADOT has required that the Project widen Bluffside Drive within the existing right-of-way. The Project proposes to realign the intersection of Bluffside Drive and Valleyheart Drive. In addition, a land exchange is being considered as a component of the Project that would increase the land area within Weddington Park (south) and reconfigure parking and open space within the existing park, while allowing for an increased footprint for the Site B parking garage that would facilitate circulation and storage of buses within the Metro Bus Transit Plaza level. The activities that would be undertaken under this potential land exchange would include (1) 18,900 sf of property owned by Metro would be transferred to the City of Los Angeles Department of Recreation and Parks; (2) 12,600 sf of Department of Recreation and Parks property would be transferred to Metro to become part of the Project Site; (3) Bluffside Drive west of the cul-de-sac would be realigned to follow the new property line; (4) the existing surface parking lot next to the baseball field would be relocated to a portion of the property transferred from Metro to the Department of Recreation and Parks (along with other property presently occupied by Bluffside Drive and the park); and (5) the existing surface parking lot would be converted to passive open space and/or additional athletic facilities. This land exchange would increase the property of Weddington Park (south) by approximately 7,300 sf.

Service vehicle loading facilities for the office and media production facility would be provided on the west side of the media production facility with vehicular access provided from Bluffside Drive. A gated security entrance would be constructed on the east side of Bluffside Drive in order to control access and maintain security in the loading dock area. Trucks delivering to the loading dock would include tractor-trailers as well as small and medium-sized delivery trucks and vans. Operating hours for the trucks would be 24 hours per day.

Phase 2

In Phase 2, under both options on Site C, the parking supply would be provided in two levels underground and up to six levels above ground and would include up to 1,467 spaces. Access to the proposed development on Site C in Phase 2 would be provided from Campo de Cahuenga Way and from the existing Hollywood Freeway off-ramp at Lankershim Boulevard. At this existing off-ramp, a new west leg to the existing signalized intersection would be constructed to provide direct access to the Site C parking garage via a driveway along the south side of the Project Site.

The existing Metro Red Line entry portal, elevator, and pedestrian plaza on Site C would remain in the current location in Phase 2. Several Phase 2 improvements would enhance pedestrian access to and within the Project and to adjacent uses. As part of the mitigation for the original Metro station, Metro is required to construct a new pedestrian bridge, possibly with accessory pedestrian-oriented services, to connect the existing Metro Red Line plaza south of Campo de Cahuenga Way to the east side of Lankershim Boulevard at the ground level of the existing 10 Universal City Plaza building. The Project Applicant may construct the bridge on Metro's behalf, concurrently with construction of Phase 2 of the Project.

SCREENING CRITERIA FOR SITE ACCESS IMPACT ANALYSIS

The *Los Angeles Thresholds Guide* offers recommended screening criteria for project access impacts, as follows:

- Would the proposed project generate 500 or more daily trips or 43 or more vehicle trips during the a.m. or p.m. peak hours?

If 'yes' would any of the following occur:

- Is a project driveway proposed on a major or secondary highway within 150 feet of an intersection with another major or secondary highway?
- Would a project driveway intersect an on-street bicycle lane or cross a sidewalk in an area of high pedestrian activity?

- Can it be readily perceived that there are access risks or deficiencies associated with the adjoining street system due to curves, slopes, walls or other barriers to adequate lines of sight?

A 'yes' response to the first question and one of the other three questions indicates that further study in an expanded Initial Study, Negative Declaration, Mitigated Negative Declaration, or EIR may be required.

Since the Project meets the above screening criteria, a detailed access impact analysis has been performed in this section.

ACCESS SIGNIFICANT IMPACT CRITERIA – OPERATIONAL

A project would have a significant project access impact if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the morning or afternoon peak hour, under cumulative plus project conditions.

ACCESS IMPACT ANALYSIS – OPERATIONAL

The access impact analysis was performed for Phase 1 (year 2011) and full buildout conditions (year 2015) for both development options in Phase 2. Tables 43 through 45 summarize the LOS analysis for the intersections providing direct access to the Project Site under existing and all future conditions. As shown, the Project is not expected to have a significant access impact under Phase 1 and full buildout under either development option with the proposed site access plan. With mitigations, the access locations are projected to operate at LOS C or better under the Future with Project with Mitigation conditions for Phase 1 and full buildout, both options.

The Project access locations would be designed per code to ensure adequate sight distance, and bicycle and pedestrian safety. No hazard issues are expected to result due to the access locations.

No dedicated bicycle lanes are proposed on Campo de Cahuenga Way and Lankershim Boulevard. The access locations would thus not intersect an on-street bicycle lane.

ALTERNATIVE SITE ACCESS ANALYSIS

In the event that the Project parking scheme, and/or site access and circulation plans change, the operating conditions of the intersections adjacent to the Project Site would be different from that reflected in Tables 29, 30 and 31. An additional analysis was conducted for five alternative site access plans for Future with Project with Mitigation conditions (year 2015), under Option A. Table 46 summarizes the results of this analysis for each of the scenarios.

Figure 99 illustrates the Project-only traffic assignment on the intersections adjacent at the Project Site for the morning and the afternoon peak hours with the proposed site access plan for full buildout (Option A). This traffic assignment was modified for each of the alternative site access plans.

Table 46 presents a comparison of the access impacts for each of the alternative access plans to the proposed access plans. Table 47 presents a comparison of the intersection operating conditions and impacts for each of the alternative site access plans to the proposed site access plan at the intersections expected to be affected by the different site access plans.

As shown in Figure 99, the proposed site access plan assigns 150 trips in the morning peak hour (93 inbound and 57 outbound) and 293 trips in the afternoon peak hour (14 inbound and 279 outbound) on Bluffside Drive. These trips use Valleyheart Drive to access Lankershim Boulevard. In Future with Project with Mitigation conditions (year 2015), a total of 339 and 414 trips are projected on Valleyheart Drive between Lankershim Boulevard and Bluffside Drive in the morning and afternoon peak hours, respectively. Afternoon peak hour traffic is usually assumed to be 10% of the daily traffic on intersections and street segments. The Future with Project with Mitigation conditions (year 2015) ADT volume for the section of Valleyheart Drive between Lankershim Boulevard and Bluffside Drive is therefore estimated at 4,140.

Based on the significance criteria for neighborhood intrusion impacts described in Chapter IX, when final ADT on a street segment is greater than or equal to 3,000, the Project would be considered to have a significant neighborhood intrusion impact if the Project ADT on Valleyheart Drive is greater than or equal to 8% of the final ADT on the street. This translates to an ADT of greater than or equal to 331 Project trips. Final ADT is defined as total projected future daily volume including project, ambient, and related project growth.

Assuming that the access to the Site A and Site B garages from Bluffside Drive is available only during the peak hours, the Project would add 443 daily trips to Valleyheart Drive between Bluffside Drive and Lankershim Boulevard as shown in Figure 99. This would result in a significant neighborhood intrusion impact on the identified segment of Valleyheart Drive. In order to mitigate this impact to a less than significant level, access to the Project Site from Bluffside Drive would be required to be limited to 330 daily vehicular trips. The remaining 113 trips would access the Project Site from Main Street instead of Valleyheart Drive.

Scenario 1 – Left-turn Restriction out of Site B Parking Garage

Scenario 1 assumes that the left turn out of the Site B parking garage onto eastbound Campo de Cahuenga Way would be limited to Metro buses leaving the Metro Bus Transit Plaza only, and private vehicles would be required to turn right out of the garage onto westbound Campo de Cahuenga Way. The private vehicles wanting to head north of the Project Site would be required to make a left onto eastbound Ventura Boulevard followed by a left onto northbound Lankershim Boulevard to head north of the Project Site. Access to the Site A parking structure would be limited to the existing signalized intersection on Lankershim Boulevard opposite the Main Gate entrance to the Universal Studios Hollywood property, a second right-turn in only driveway from Lankershim Boulevard between the Universal Studios Hollywood Main Gate and Valleyheart Drive/James Stewart Avenue, and from Bluffside Drive. Access to the Site B garage would be restricted to the driveway on Campo de Cahuenga Way and from Bluffside Drive. Figure 100 illustrates the Project-only traffic assignment for this scenario at the intersections adjacent to the Project Site for the morning and the afternoon peak hours, respectively.

Access Impacts. As shown in Table 46, this site access scenario results in deterioration in operating conditions of the intersections adjacent to the Project Site:

23. The intersection of Metro Driveway & Campo de Cahuenga Way is projected to operate at LOS E in the afternoon peak hour as compared to LOS C under the proposed site access plan. Based on the access significant impact criteria described above, this scenario would result in a significant access impact for the Project at this location in the afternoon peak hour.

Intersection Significant Impacts. As shown in Table 47, this site access scenario results in deterioration in operating conditions of the intersections adjacent to the Project Site. The table also presents a comparison of intersection impacts for this site access plan to the proposed site access plan, using LADOT methodology for significant Project impacts at intersections.

38. The intersection of Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard is projected to operate at LOS D in the afternoon peak hour as compared to LOS C under the proposed site access plan. A new significant Project impact would occur at this intersection during the afternoon peak hour based on the significant impact criteria defined by LADOT. Due to physical constraints, no feasible mitigations could be identified to mitigate this impact to a less than significant level. Hence, a significant and unavoidable significant impact would remain at this intersection under this site access plan during the afternoon peak hour.

Neighborhood Intrusion Impacts. As shown in Figure 100, the Project traffic assignment on Valleyheart Drive and Bluffside Drive is similar to the Project. This site access plan would thus also result in a significant neighborhood intrusion impact on Valleyheart Drive between Bluffside Drive and Lankershim Boulevard.

Scenarios 2 through 5 are modifications of the site access plan described for Scenario 1.

Scenario 2 – No Access to/from Bluffside Drive

Scenario 2 assumes that in addition to the left turn out of the Site B parking garage onto eastbound Campo de Cahuenga Way being restricted to Metro buses only, no access from either parking garage would be allowed to/from Bluffside Drive. Access to Site A from Lankershim Boulevard and to Site B from Campo de Cahuenga Way would remain the same as under

Scenario 1. Figure 101 illustrates the Project-only traffic assignment for this scenario at the intersections adjacent to the Project Site for the moming and the afternoon peak hours.

Access Impacts. As shown in Table 46, this site access scenario results in deterioration in operating conditions of the intersections adjacent to the Project Site:

23. The intersection of Metro Driveway & Campo de Cahuenga Way is projected to operate at LOS E in the afternoon peak hour as compared to LOS C under the proposed site access plan. Based on the access significant impact criteria described above, this scenario would result in a significant access impact for the Project at this location in the aftemoon peak hour.

35. The intersection of Lankershim Boulevard & Main Street is projected to operate at LOS D in the afternoon peak hour as compared to LOS C under the proposed site access plan. However, based on the access significant impact criteria described above, similar to the proposed site access plan, this scenario does not result in a significant access impact for the Project at this location.

Intersection Impacts. As shown in Table 47, this site access scenario results in deterioration in operating conditions of the intersections adjacent to the Project Site. The table also presents a comparison of intersection impacts for this site access plan to the proposed site access plan, using LADOT methodology for significant Project impacts at intersections.

35. Similar to the proposed site access plan, the intersection of Lankershim Boulevard & Main Street would have a significant Project impact in the morning peak hour. However, a new significant Project impact would occur at this intersection during the morning peak hour based on the significant impact criteria defined by LADOT. Due to physical constraints, no feasible mitigations could be identified to mitigate this impact to a less than significant level. Hence, a significant and unavoidable significant impact would remain at this intersection under this site access plan during both the morning and afternoon peak hours.

38. The intersection of Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard is projected to operate at LOS E in the afternoon peak hour as compared to LOS C under the proposed site access plan. A new significant Project impact would occur at this intersection during the afternoon peak hour based on the significant impact criteria defined by LADOT. Due to physical constraints, no feasible mitigations could be identified to mitigate this impact to a less than significant level. Hence, a significant and unavoidable significant impact would remain at this intersection under this site access plan during the afternoon peak hour.

Neighborhood Intrusion Impacts. As shown in the Figure 101, no access to Bluffside Drive is provided from the Site A and Site B parking garages and the thus the Project would not add any traffic to Valleyheart Drive. This site access plan would not result in a significant neighborhood intrusion impact on Valleyheart Drive between Bluffside Drive and Lankershim Boulevard.

Scenario 3 – Egress Only from Sites A and B Parking Garages to Bluffside Drive

Scenario 3 assumes that in addition to the left turn out of the Site B parking garage onto eastbound Campo de Cahuenga Way being restricted to Metro buses only, access from both parking garages to Bluffside Drive would be restricted to egress only. Service vehicles to the Site A service docks would be allowed access from Bluffside Drive, as in all alternatives discussed here. Access to Site A from Lankershim Boulevard and to Site B from Campo de Cahuenga Way would remain the same as under Scenario 1. Figure 102 illustrates the Project-only traffic assignment for this scenario at the intersections adjacent to the Project Site for the morning and the afternoon peak hours.

Access Impacts. As shown in Table 46, this site access scenario results in deterioration in operating conditions of the intersections adjacent to the Project Site:

23. The intersection of Metro Driveway & Campo de Cahuenga Way is projected to operate at LOS E in the afternoon peak hour as compared to LOS C under the proposed site access plan. Based on the access significant impact criteria described above, this scenario would result in a significant access impact for the Project at this location in the afternoon peak hour.

Intersection Significant Impacts. As shown in Table 47, this site access scenario results in deterioration in operating conditions of the intersections adjacent to the Project Site. The table also presents a comparison of intersection impacts for this site access plan to the proposed site access plan, using LADOT methodology for significant Project impacts at intersections.

35. Similar to the proposed site access plan, the intersection of Lankershim Boulevard & Main Street would have a significant Project impact in the morning peak hour. However, a new significant Project impact would occur at this intersection during the morning peak hour based on the significant impact criteria defined by LADOT. Due to physical constraints, no feasible mitigations could be identified to mitigate this impact to a less than significant

level. Hence, a significant and unavoidable significant impact would remain at this intersection under this site access plan during both the morning and afternoon peak hours.

38. The intersection of Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard is projected to operate at LOS D in the afternoon peak hour as compared to LOS C under the proposed site access plan. A new significant Project impact would occur at this intersection during the afternoon peak hour based on the significant impact criteria defined by LADOT. Due to physical constraints, no feasible mitigations could be identified to mitigate this impact to a less than significant level. Hence, a significant and unavoidable significant impact would remain at this intersection under this site access plan during the afternoon peak hour.

Neighborhood Intrusion Impacts. As shown in Figure 102, access from the Site A and Site B parking garages to Bluffside Drive would be restricted to egress only. The Future with Project with Mitigation conditions (year 2015), morning and afternoon peak hour traffic volumes on Valleyheart Drive between Lankershim Boulevard and Bluffside Drive are projected to be 246 and 400, respectively under this scenario. This translates into an estimated ADT volume of 4,000.

Assuming that egress from the Site A and Site B garages to Bluffside Drive is available only during the peak hours, the Project would add 336 daily trips (8.4% of 4,000) to Valleyheart Drive between Bluffside Drive and Lankershim Boulevard. This level of Project traffic would thus result in a significant neighborhood intrusion impact on the identified segment of Valleyheart Drive. In order to mitigate this impact to a less than significant level, access to the Project Site from Bluffside Drive would be required to be limited to 319 daily vehicular trips. The remaining 17 trips would access the Project Site from Main Street instead of Valleyheart Drive.

Scenario 4 – Egress from Site A Parking Garage Only to Bluffside Drive

Scenario 4 assumes that in addition to the left turn out of the Site B parking garage onto eastbound Campo de Cahuenga Way being restricted to Metro buses only, access to Bluffside Drive would be restricted to egress only from the Site A garage, and no access would be provided from Site B onto Bluffside Drive. No entrance except for service vehicles to the Site A garage would be provided from Bluffside Drive. Access to Site A from Lankershim Boulevard and to Site B from Campo de Cahuenga Way would remain the same as under Scenario 1. Figure 103 illustrates the Project-only traffic assignment for this scenario at the intersections adjacent to the Project Site for the morning and the afternoon peak hours.

Access Impacts. As shown in Table 46, this site access scenario results in deterioration in operating conditions of the intersections adjacent to the Project Site:

23. The intersection of Metro Driveway & Campo de Cahuenga Way is projected to operate at LOS E in the afternoon peak hour as compared to LOS C under the proposed site access plan. Based on the access significant impact criteria described above, this scenario would result in a significant access impact for the Project at this location in the afternoon peak hour.

Intersection Significant Impacts. As shown in Table 47, this site access scenario results in deterioration in operating conditions of the intersections adjacent to the Project Site. The table also presents a comparison of intersection impacts for this site access plan to the proposed site access plan, using LADOT methodology for significant Project impacts at intersections.

35. Similar to the proposed site access plan, the intersection of Lankershim Boulevard & Main Street would have a significant Project impact in the morning peak hour. However, a new significant Project impact would occur at this intersection during the morning peak hour according to the significant impact criteria defined by LADOT. Due to physical constraints, no feasible mitigations could be identified to mitigate this impact to a less than significant level. Hence, a significant and unavoidable significant impact would remain at this intersection under this site access plan during both the morning and afternoon peak hours.

38. The intersection of Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard is projected to operate at LOS E in the afternoon peak hour as compared to LOS C under the proposed site access plan. A new significant Project impact would occur at this intersection during the afternoon peak hour according to the significant impact criteria defined by LADOT. Due to physical constraints, no feasible mitigations could be identified to mitigate this impact to a less than significant level. Hence, a significant and unavoidable significant impact would remain at this intersection under this site access plan during the afternoon peak hour.

Neighborhood Intrusion Impacts. As shown in the Figure 103, access to Bluffside Drive would be restricted to egress only from the Site A garage, and no access would be provided from Site B onto Bluffside Drive. The Future with Project with Mitigation conditions (year 2015), morning and afternoon peak hour traffic volumes on Valleyheart Drive between Lankershim Boulevard and Bluffside Drive are projected to be 233 and 336, respectively under this scenario. This translates into an estimated ADT volume of 3,360.

Assuming that the egress from the Site A garage to Bluffside Drive is available only during the peak hours, the Project would add 259 daily trips (7.7% of 3,360) to Valleyheart Drive between

Bluffside Drive and Lankershim Boulevard. This level of Project traffic would not result in a significant neighborhood intrusion impact on the identified segment of Valleyheart Drive.

Scenario 5 – Egress from Site B Parking Garage Only to Bluffside Drive

Scenario 5 assumes that in addition to the left turn out of the Site B parking garage onto eastbound Campo de Cahuenga Way being restricted to Metro buses only, access to Bluffside Drive would be restricted to ingress and egress from the Site B garage only, and no access would be provided from Site A onto Bluffside Drive. Access to Site A from Lankershim Boulevard and to Site B from Campo de Cahuenga Way would remain the same as under Scenario 1. Figure 104 illustrates the Project-only traffic assignment for this scenario at the intersections adjacent to the Project Site for the morning and the afternoon peak hours.

Access Impacts. As shown in Table 46, this site access scenario results in deterioration in operating conditions of the intersections adjacent to the Project Site:

23. The intersection of Metro Driveway & Campo de Cahuenga Way is projected to operate at LOS **E** in the afternoon peak hour as compared to LOS C under the proposed site access plan. Based on the access significant impact criteria described above, this scenario would result in a significant access impact for the Project at this location in the afternoon peak hour.

35. The intersection of Lankershim Boulevard & Main Street is projected to operate at LOS D in the afternoon peak hour as compared to LOS C under the proposed site access plan. However, based on the access significant impact criteria described above, this scenario does not result in a significant access impact for the Project at this location.

Intersection Impacts. As shown in Table 47, this site access scenario results in deterioration in operating conditions of the intersections adjacent to the Project Site. The table also presents a comparison of intersection impacts for this site access plan to the proposed site access plan, using LADOT methodology for significant Project impacts at intersections.

35. Similar to the proposed site access plan, the intersection of Lankershim Boulevard & Main Street would have a significant Project impact in the morning peak hour. However, a new significant Project impact would occur at this intersection during the morning peak hour according to the significant impact criteria defined by LADOT. Due to physical constraints,

no feasible mitigations could be identified to mitigate this impact to a less than significant level. Hence, a significant and unavoidable significant impact would remain at this intersection under this site access plan during both the morning and afternoon peak hours.

38. The intersection of Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard is projected to operate at LOS D in the afternoon peak hour as compared to LOS C under the proposed site access plan. A new significant Project impact would occur at this intersection during the afternoon peak hour according to the significant impact criteria defined by LADOT. Due to physical constraints, no feasible mitigations could be identified to mitigate this impact to a less than significant level. Hence, a significant and unavoidable significant impact would remain at this intersection under this site access plan during the afternoon peak hour.

Neighborhood Intrusion Impacts. As shown in the Figure 104, access to Bluffside Drive would be restricted to ingress/egress only the Site B garage, and no access would be provided from Site A onto Bluffside Drive. The Future with Project with Mitigation conditions (year 2015), morning and afternoon peak hour traffic volumes on Valleyheart Drive between Lankershim Boulevard and Bluffside Drive are projected to be 295 and 199, respectively under this scenario. This translates into an estimated ADT volume of 1,990.

Assuming that the ingress/egress from the Site B garage to Bluffside Drive is available only during the peak hours, the Project would add 184 daily trips (9.2% of 1,990) to Valleyheart Drive between Bluffside Drive and Lankershim Boulevard. This level of Project traffic would thus result in a significant neighborhood intrusion impact on the identified segment of Valleyheart Drive. In order to mitigate this impact to a less than significant level, access to the Project Site from Bluffside Drive would be required to be limited to 158 daily vehicular trips. The remaining 26 trips would access the Project Site from Main Street instead of Valleyheart Drive.

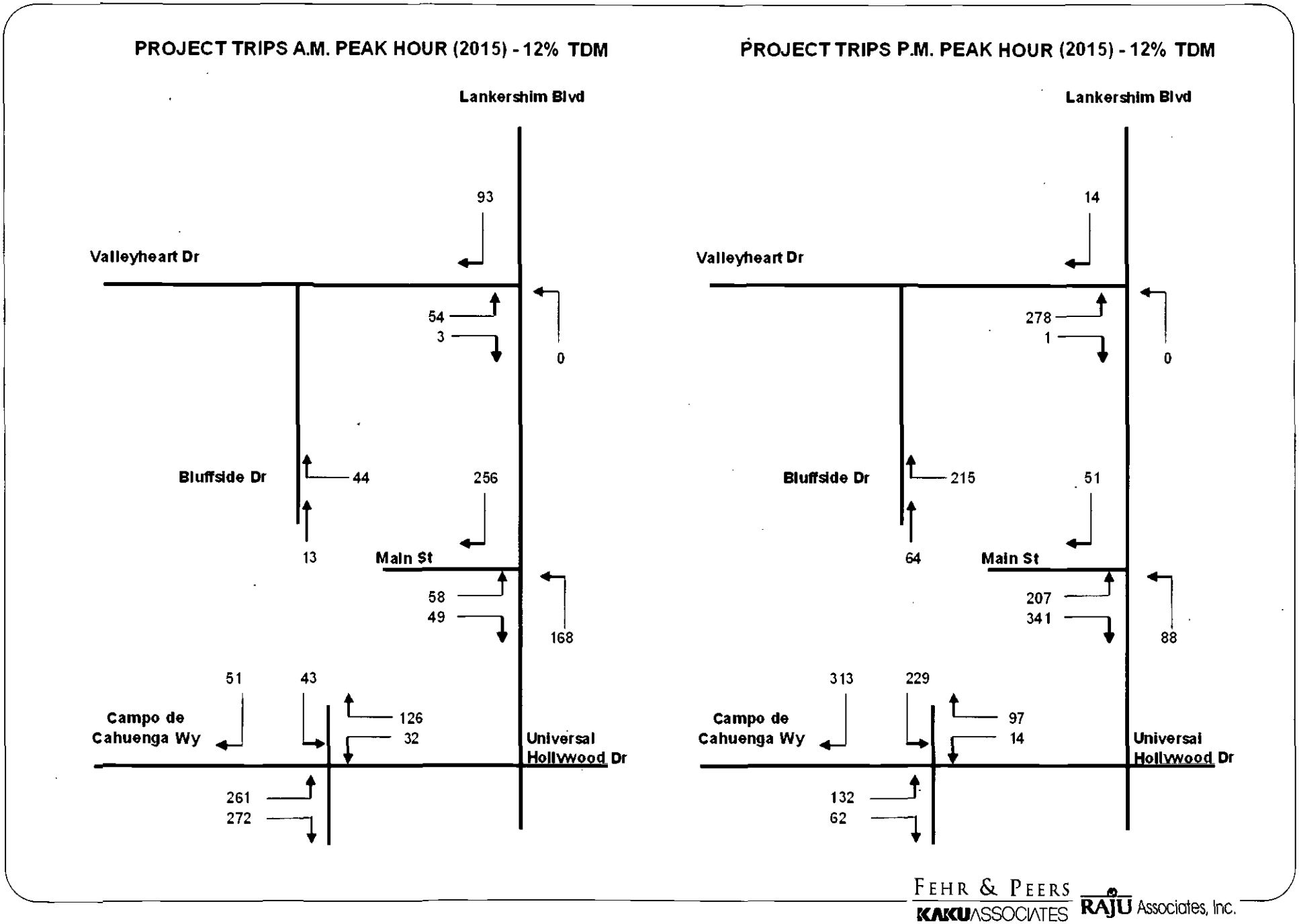


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FIGURE 99
PROJECT-ONLY TRAFFIC ASSIGNMENT - OPTION A (YEAR 2015)
PROPOSED SITE ACCESS AND CIRCULATION PLAN

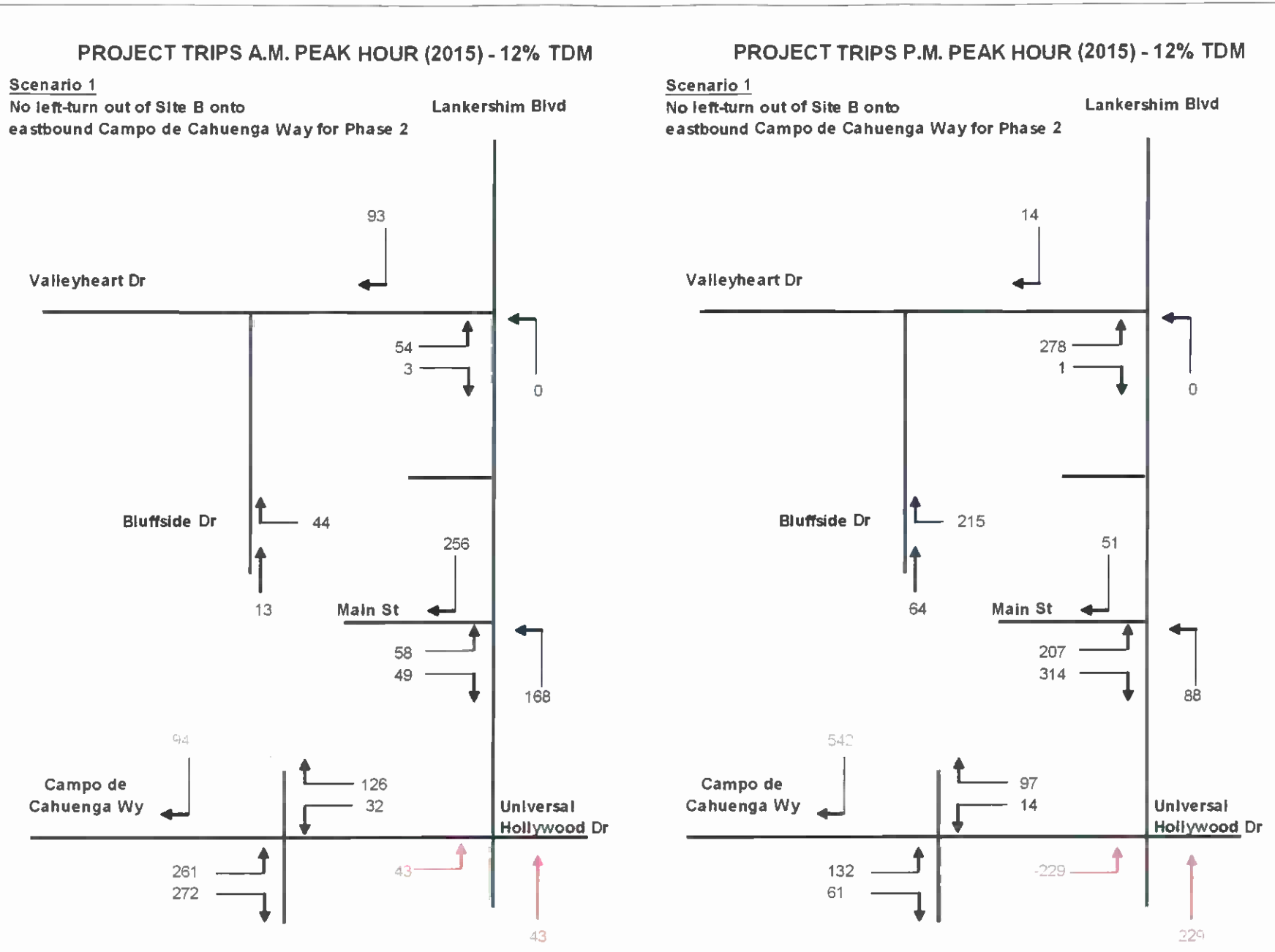
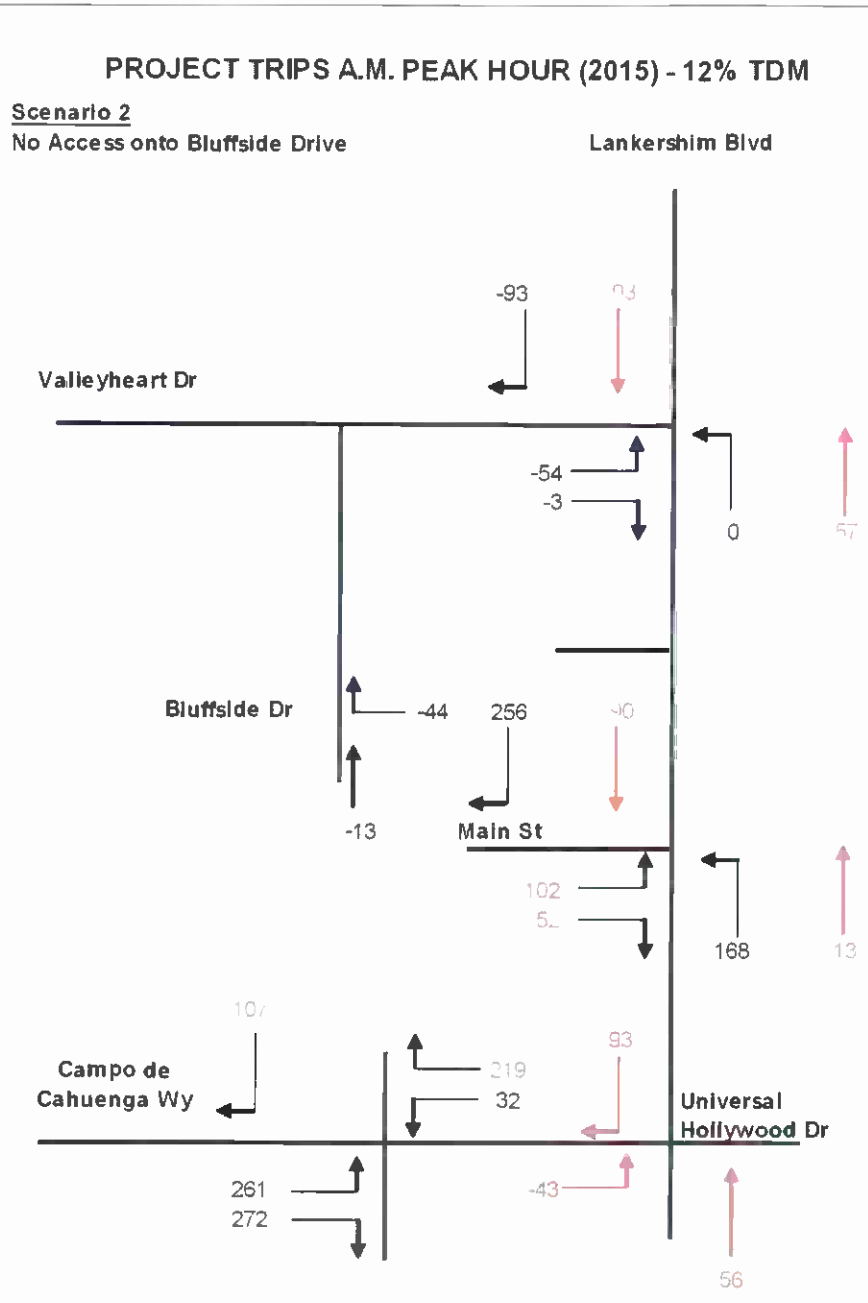


FIGURE 100
PROJECT-ONLY TRAFFIC ASSIGNMENT - OPTION A (YEAR 2015)
SCENARIO 1



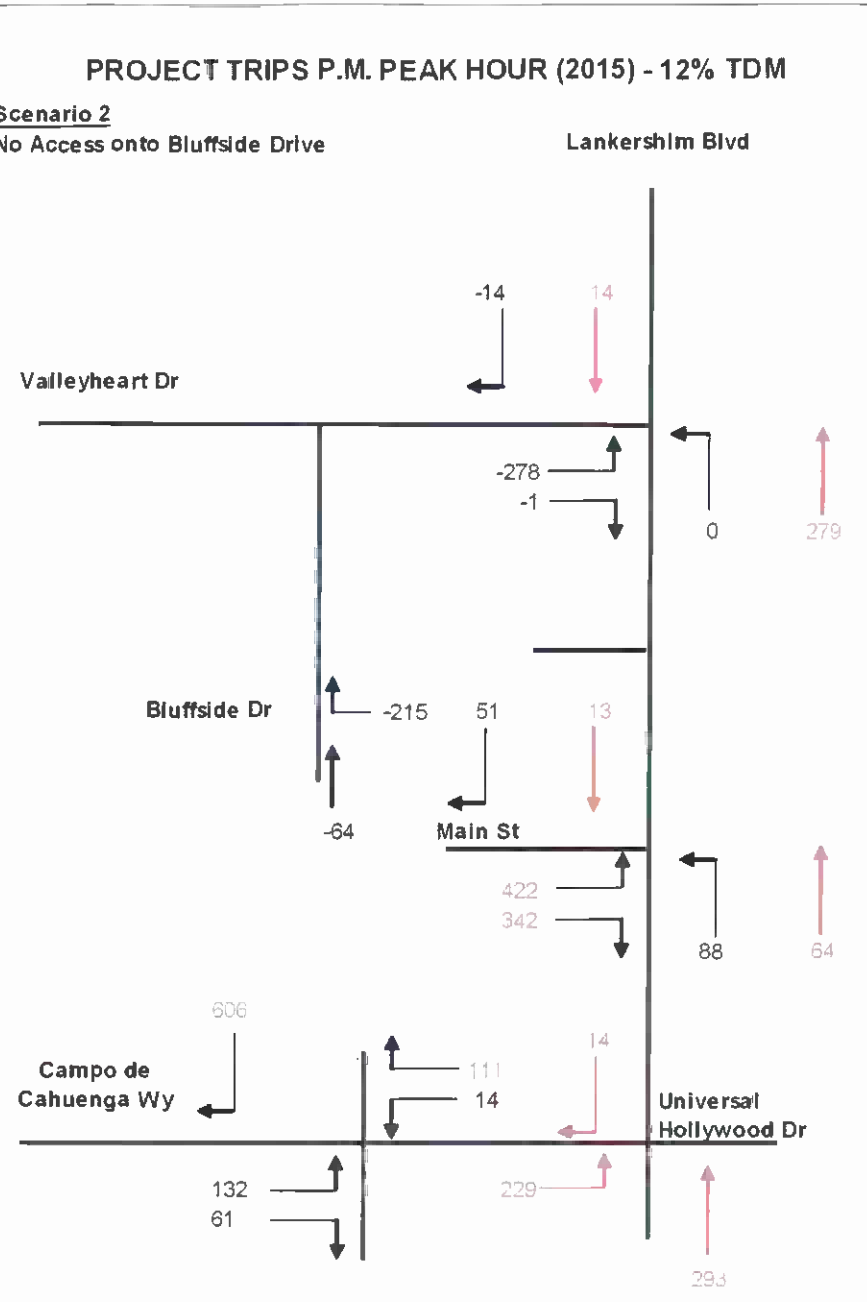


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FIGURE 101
PROJECT-ONLY TRAFFIC ASSIGNMENT - OPTION A (YEAR 2015)
SCENARIO 2

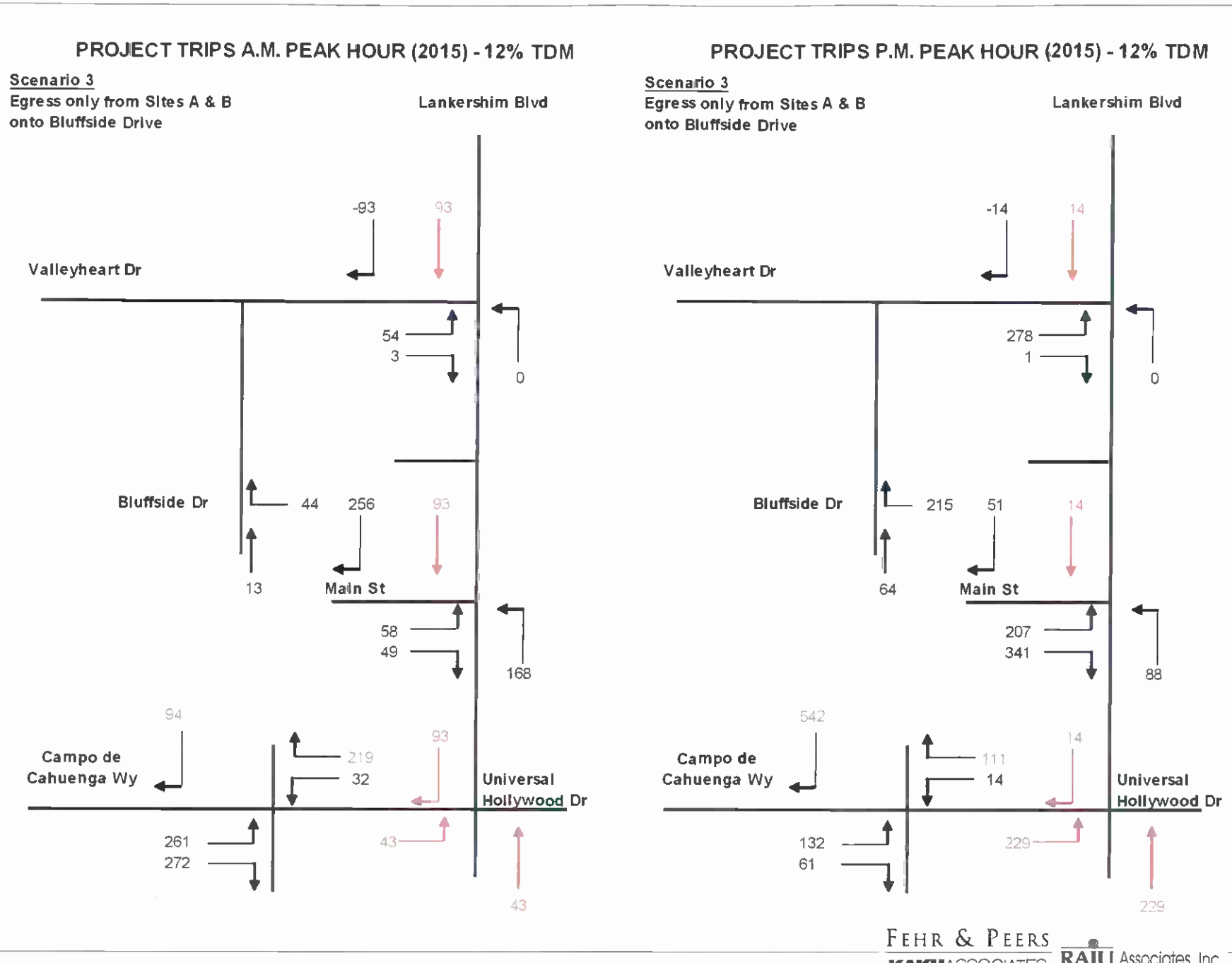

FIGURE 102
PROJECT-ONLY TRAFFIC ASSIGNMENT - OPTION A (YEAR 2015)
SCENARIO 3

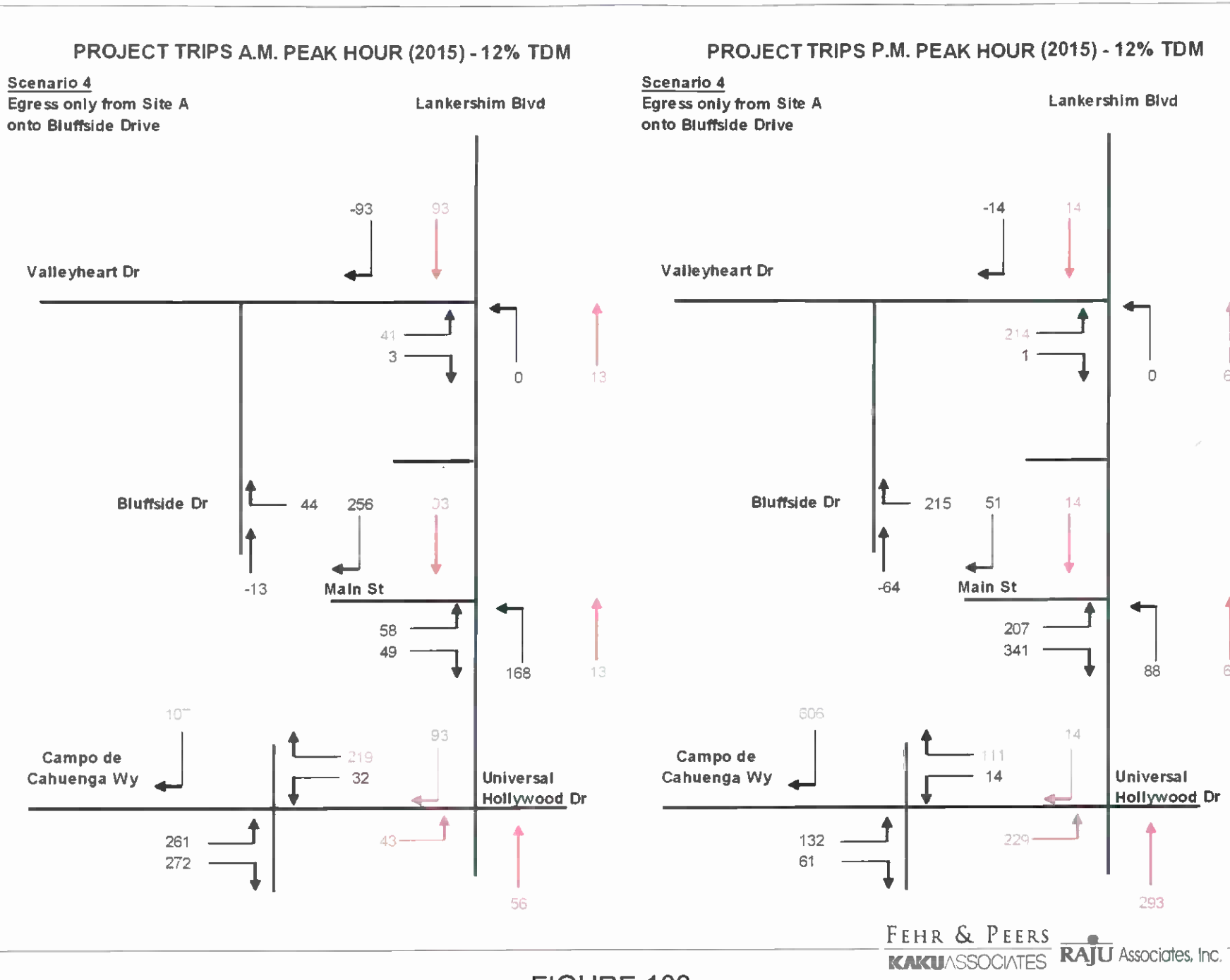

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FIGURE 103
PROJECT-ONLY TRAFFIC ASSIGNMENT - OPTION A (YEAR 2015)
SCENARIO 4

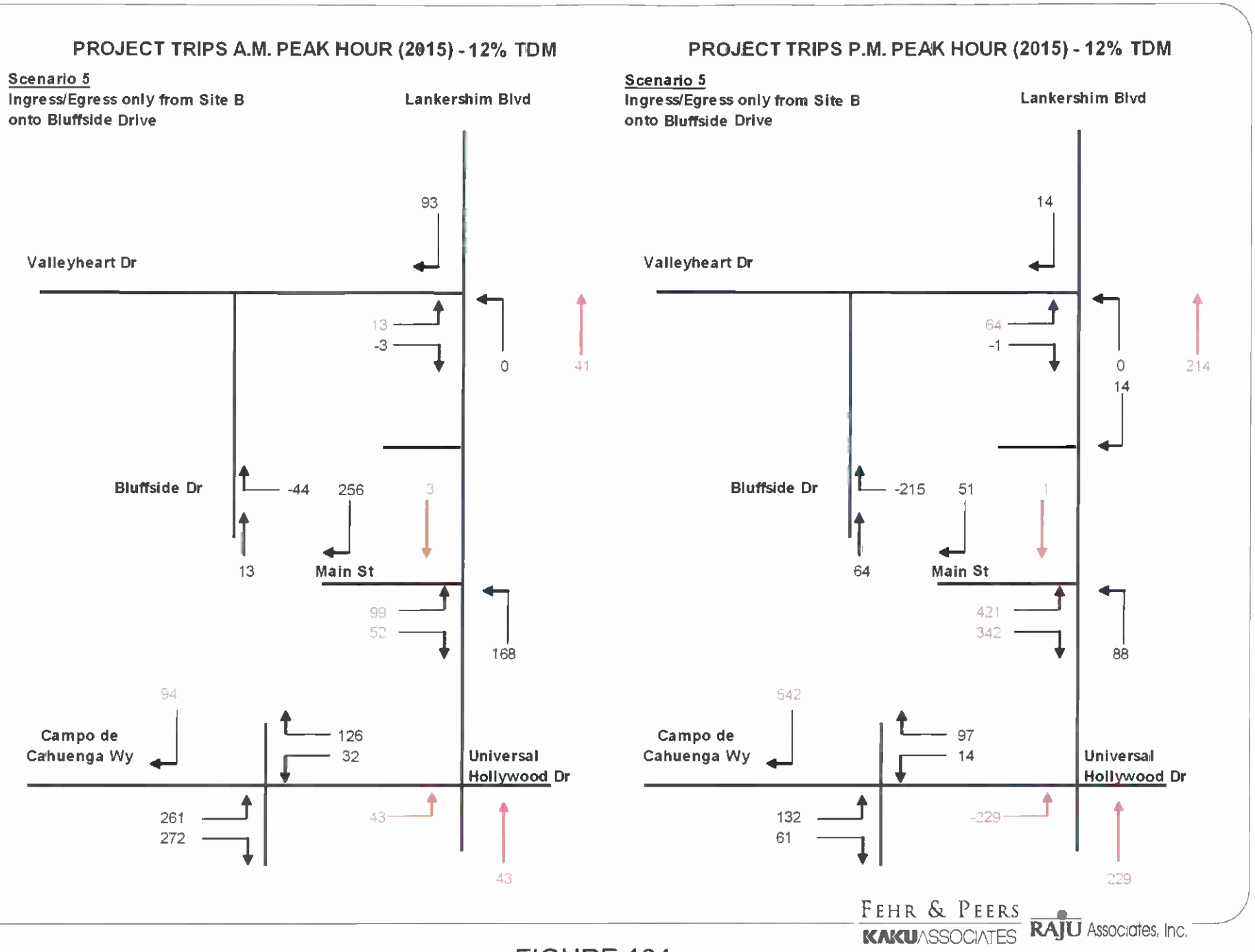

FIGURE 104
PROJECT-ONLY TRAFFIC ASSIGNMENT - OPTION A (YEAR 2015)
SCENARIO 5

TABLE 43
FUTURE CONDITIONS - PHASE 1 (YEAR 2011)
ACCESS IMPACT ANALYSIS - OPERATIONAL

No.	Intersection	Peak Hour	Existing		Future without Project		Future with Project			Future with Project with Mitigation		
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Significant Impact?	V/C or Delay	LOS	Residual Impact?
23. [a]	Metro Driveway & Campo de Cahuenga Way	A.M.	0.000	A	0.021	A	0.168	A	NO	0.151	A	NO
		P.M.	0.231	A	0.299	A	0.504	A	NO	0.485	A	NO
34. [a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M.	0.329	A	0.393	A	0.528	A	NO	0.487	A	NO
		P.M.	0.356	A	0.406	A	0.671	B	NO	0.539	A	NO
35. [a]	Lankershim Boulevard & Main Street	A.M.	0.431	A	0.505	A	0.627	B	NO	0.565	A	NO
		P.M.	0.390	A	0.413	A	0.659	B	NO	0.509	A	NO

Note:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

TABLE 44
FUTURE CONDITIONS - FULL BUILDOUT, OPTION A (YEAR 2015)
ACCESS IMPACT ANALYSIS - OPERATIONAL

No.	Intersection	Peak Hour	Existing		Future without Project		Future with Project - Option A			Future with Project with Mitigation - Option A		
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Significant Impact?	V/C or Delay	LOS	Residual Impact?
23. [a]	Metro Driveway &	A.M.	0.000	A	0.039	A	0.179	A	NO	0.313	A	NO
	Campo de Cahuenga Way	P.M.	0.231	A	0.397	A	0.740	C	NO	0.772	C	NO
34. [a]	Lankershim Boulevard &	A.M.	0.329	A	0.487	A	0.651	B	NO	0.516	A	NO
	Valleyheart Drive/James Stewart Avenue	P.M.	0.356	A	0.560	A	0.856	D	NO	0.691	B	NO
35. [a]	Lankershim Boulevard &	A.M.	0.431	A	0.665	B	0.829	D	NO	0.704	C	NO
	Main Street	P.M.	0.390	A	0.680	B	0.917	E	YES	0.787	C	NO
37. [a]	Lankershim Boulevard &	A.M.	0.520	A	0.822	D	0.910	E	YES	0.804	D	NO
	US 101 NB Off-Ramp	P.M.	0.445	A	0.619	B	0.702	C	NO	0.606	B	NO

Note:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

TABLE 45
FUTURE CONDITIONS - FULL BUILDOUT, OPTION B (YEAR 2015)
ACCESS IMPACT ANALYSIS - OPERATIONAL

No.	Intersection	Peak Hour	Existing		Future without Project		Future with Project - Option B			Future with Project with Mitigation - Option B		
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Significant Impact?	V/C or Delay	LOS	Residual Impact?
23. [a]	Metro Driveway &	A.M.	0.000	A	0.039	A	0.208	A	NO	0.355	A	NO
	Campo de Cahuenga Way	P.M.	0.231	A	0.397	A	0.656	B	NO	0.713	C	NO
34. [a]	Lankershim Boulevard &	A.M.	0.329	A	0.487	A	0.627	B	NO	0.501	A	NO
	Valleyheart Drive/James Stewart Avenue	P.M.	0.356	A	0.560	A	0.841	D	NO	0.679	B	NO
35. [a]	Lankershim Boulevard &	A.M.	0.431	A	0.665	B	0.797	C	NO	0.685	B	NO
	Main Street	P.M.	0.390	A	0.680	B	0.930	E	YES	0.774	C	NO
37. [a]	Lankershim Boulevard &	A.M.	0.520	A	0.822	D	0.911	E	YES	0.805	D	NO
	US 101 NB Off-Ramp	P.M.	0.445	A	0.619	B	0.701	C	NO	0.604	B	NO

Note:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

TABLE 46
FUTURE CONDITIONS - FULL BUILDOUT, OPTION A (YEAR 2015)
ACCESS IMPACT ANALYSIS - ALTERNATIVE SITE ACCESS PLANS

No.	Intersection	Peak Hour	Future without Project		Future with Project with Mitigation					
					Proposed Site Access Plan			Scenario 1		
			V/C	LOS	V/C	LOS	Significant Impact?	V/C	LOS	Significant Impact?
23. [a]	Metro Driveway & Campo de Cahuenga Way	A.M.	0.039	A	0.313	A	NO	0.342	A	NO
		P.M.	0.397	A	0.772	C	NO	0.933	E	[redacted]
34. [a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M.	0.487	A	0.516	A	NO	0.516	A	NO
		P.M.	0.560	A	0.691	B	NO	0.691	B	NO
35. [a]	Lankershim Boulevard & Main Street	A.M.	0.665	B	0.704	C	NO	0.704	C	NO
		P.M.	0.680	B	0.787	C	NO	0.787	C	NO
37. [a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M.	0.822	D	0.804	D	NO	0.818	D	NO
		P.M.	0.619	B	0.606	B	NO	0.663	B	NO

Note:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

TABLE 46 (continued)
FUTURE CONDITIONS - FULL BUILDOUT, OPTION A (YEAR 2015)
ACCESS IMPACT ANALYSIS - ALTERNATIVE SITE ACCESS PLANS

No.		Intersection	Peak Hour	Future without Project		Future with Project with Mitigation					
						Proposed Site Access Plan			Scenario 2		
				V/C	LOS	V/C	LOS	Significant Impact?	V/C	LOS	Significant Impact?
23.	[a]	Metro Driveway &	A.M.	0.039	A	0.313	A	NO	0.371	A	NO
		Campo de Cahuenga Way	P.M.	0.397	A	0.772	C	NO	0.981	E	YES
34.	[a]	Lankershim Boulevard &	A.M.	0.487	A	0.516	A	NO	0.497	A	NO
		Valleyheart Drive/James Stewart Avenue	P.M.	0.560	A	0.691	B	NO	0.643	B	NO
35.	[a]	Lankershim Boulevard &	A.M.	0.665	B	0.704	C	NO	0.737	C	NO
		Main Street	P.M.	0.680	B	0.787	C	NO	0.851	D	NO
37.	[a]	Lankershim Boulevard &	A.M.	0.822	D	0.804	D	NO	0.823	D	NO
		US 101 NB Off-Ramp	P.M.	0.619	B	0.606	B	NO	0.684	B	NO

Note:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Denotes CMP arterial monitoring station.

TABLE 46 (continued)
FUTURE CONDITIONS - FULL BUILDOUT, OPTION A (YEAR 2015)
ACCESS IMPACT ANALYSIS - ALTERNATIVE SITE ACCESS PLANS

No.	Intersection	Peak Hour	Future without Project		Future with Project with Mitigation					
					Proposed Site Access Plan			Scenario 3		
			V/C	LOS	V/C	LOS	Significant Impact?	V/C	LOS	Significant Impact?
23. [a]	Metro Driveway & Campo de Cahuenga Way	A.M. P.M.	0.039 0.397	A A	0.313 0.772	A C	NO NO	0.363 0.936	A E	NO YES
34. [a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M. P.M.	0.487 0.560	A A	0.516 0.691	A B	NO NO	0.516 0.691	A B	NO NO
35. [a]	Lankershim Boulevard & Main Street	A.M. P.M.	0.665 0.680	B B	0.704 0.787	C C	NO NO	0.727 0.787	C C	NO NO
37. [a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M. P.M.	0.822 0.619	D B	0.804 0.606	D B	NO NO	0.818 0.663	D B	NO NO

Note:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Denotes CMP arterial monitoring station.

TABLE 46 (continued)
FUTURE CONDITIONS - FULL BUILDOUT, OPTION A (YEAR 2015)
ACCESS IMPACT ANALYSIS - ALTERNATIVE SITE ACCESS PLANS

No.	Intersection	Peak Hour	Future without Project		Future with Project with Mitigation					
					Proposed Site Access Plan			Scenario 4		
			V/C	LOS	V/C	LOS	Significant Impact?	V/C	LOS	Significant Impact?
23. [a]	Metro Driveway & Campo de Cahuenga Way	A.M. P.M.	0.039 0.397	A A	0.313 0.772	A C	NO NO	0.371 0.981	A E	NO YES
34. [a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M. P.M.	0.487 0.560	A A	0.516 0.691	A B	NO NO	0.511 0.677	A B	NO NO
35. [a]	Lankershim Boulevard & Main Street	A.M. P.M.	0.665 0.680	B B	0.704 0.787	C C	NO NO	0.727 0.798	C C	NO NO
37. [a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M. P.M.	0.822 0.619	D B	0.804 0.606	D B	NO NO	0.823 0.684	D B	NO NO

Note:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

TABLE 46 (continued)
FUTURE CONDITIONS - FULL BUILDOUT, OPTION A (YEAR 2015)
ACCESS IMPACT ANALYSIS - ALTERNATIVE SITE ACCESS PLANS

No.		Intersection	Peak Hour	Future without Project		Future with Project with Mitigation					
						Proposed Site Access Plan			Scenario 5		
				V/C	LOS	V/C	LOS	Significant Impact?	V/C	LOS	Significant Impact?
23.	[a]	Metro Driveway & Campo de Cahuenga Way	A.M. P.M.	0.039 0.397	A A	0.313 0.772	A C	NO NO	0.342 0.933	A E	NO YES
34.	[a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M. P.M.	0.487 0.560	A A	0.516 0.691	A B	NO NO	0.500 0.644	A B	NO NO
35.	[a]	Lankershim Boulevard & Main Street	A.M. P.M.	0.665 0.680	B B	0.704 0.787	C C	NO NO	0.714 0.838	C D	NO NO
37.	[a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M. P.M.	0.822 0.619	D B	0.804 0.606	D B	NO NO	0.818 0.663	D B	NO NO

Note:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

TABLE 47
FUTURE CONDITIONS - FULL BUILDOUT, OPTION A (YEAR 2015)
INTERSECTION IMPACT ANALYSIS - ALTERNATIVE SITE ACCESS PLANS

No.	Intersection	Peak Hour	Future without Project		Future with Project with Mitigation							
					Proposed Site Access Plan				Scenario 1			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17. [a]	Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard	A.M. P.M.	0.493 0.504	A A	0.504 0.523	A A	0.011 0.019	NO NO	0.536 0.533	A A	0.043 0.029	NO NO
22. [a]	US 101 NB Ramps & Campo de Cahuenga Way	A.M. P.M.	0.134 0.568	A A	0.456 0.703	A C	0.322 0.135	NO YES	0.456 0.703	A C	0.322 0.135	NO YES
23. [a]	Metro Driveway & Campo de Cahuenga Way	A.M. P.M.	0.039 0.397	A A	0.313 0.772	A C	0.274 0.375	NO YES	0.342 0.933	A E	0.303 0.536	NO YES
34. [a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M. P.M.	0.487 0.560	A A	0.516 0.691	A B	0.029 0.131	NO NO	0.516 0.691	A B	0.029 0.131	NO NO
35. [a]	Lankershim Boulevard & Main Street	A.M. P.M.	0.665 0.680	B B	0.704 0.787	C C	0.039 0.107	NO YES	0.704 0.787	C C	0.039 0.107	NO YES
36. [a]	Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	A.M. P.M.	0.973 0.952	E E	1.014 1.111	F F	0.041 0.159	YES YES	1.022 1.118	F F	0.049 0.166	YES YES
37. [a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M. P.M.	0.822 0.619	D B	0.804 0.606	D B	-0.018 -0.013	NO NO	0.818 0.663	D B	-0.004 0.044	NO NO
38. [a], [b]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M. P.M.	0.825 0.733	D C	0.786 0.732	C C	-0.039 -0.001	NO NO	0.786 0.899	C D	-0.039 0.166	NO YES
73. [c]	Lankershim Boulevard & Jimi Hendrix Drive	A.M. P.M.	0.783 0.684	C B	0.750 0.768	C C	-0.033 0.083	NO YES	0.750 0.768	C C	-0.033 0.084	NO YES
117. [d]	US 101 SB On-Ramp n/o Lankershim Boulevard & Ventura Boulevard	A.M. P.M.	0.616 0.398	B A	0.532 0.428	A A	-0.084 0.030	NO NO	0.541 0.428	A A	-0.075 0.030	NO NO

Notes:

[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.

[b] Denotes CMP arterial monitoring station.

[c] Intersection is controlled by stop signs on minor approach.

[d] Intersection is uncontrolled under existing conditions. Intersection is signalized as part of Project mitigation.

TABLE 47 (continued)
FUTURE CONDITIONS - FULL BUILDOUT, OPTION A (YEAR 2015)
INTERSECTION IMPACT ANALYSIS - BLUFFSIDE DRIVE

No.		Intersection	Peak Hour	Future without Project		Future with Project with Mitigation							
						Proposed Site Access Plan				Scenario 2			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	[a]	Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard	A.M. P.M.	0.493 0.504	A A	0.504 0.523	A A	0.011 0.019	NO NO	0.545 0.579	A A	0.052 0.075	NO NO
22.	[a]	US 101 NB Ramps & Campo de Cahuenga Way	A.M. P.M.	0.134 0.568	A A	0.456 0.703	A C	0.322 0.135	NO YES	0.456 0.710	A C	0.322 0.142	NO YES
23.	[a]	Metro Driveway & Campo de Cahuenga Way	A.M. P.M.	0.039 0.397	A A	0.313 0.772	A C	0.274 0.375	NO YES	0.371 0.981	A E	0.332 0.584	NO YES
34.	[a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M. P.M.	0.487 0.560	A A	0.516 0.691	A B	0.029 0.131	NO NO	0.497 0.643	A B	0.010 0.083	NO NO
35.	[a]	Lankershim Boulevard & Main Street	A.M. P.M.	0.665 0.680	B B	0.704 0.787	C C	0.039 0.107	NO YES	0.737 0.851	C D	0.072 0.171	YES YES
36.	[a]	Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	A.M. P.M.	0.973 0.952	E E	1.014 1.111	F F	0.041 0.159	YES YES	1.024 1.134	F F	0.051 0.182	YES YES
37.	[a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M. P.M.	0.822 0.619	D B	0.804 0.606	D B	-0.018 -0.013	NO NO	0.823 0.684	D B	0.001 0.065	NO NO
38.	[a], [b]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M. P.M.	0.825 0.733	D C	0.786 0.732	C C	-0.039 -0.001	NO NO	0.786 0.945	C E	-0.039 0.212	NO YES
73.	[c]	Lankershim Boulevard & Jimi Hendrix Drive	A.M. P.M.	0.783 0.684	C B	0.750 0.768	C C	-0.033 0.083	NO YES	0.775 0.786	C C	-0.008 0.102	NO YES
117.	[d]	US 101 SB On-Ramp n/o Lankershim Boulevard & Ventura Boulevard	A.M. P.M.	0.616 0.398	B A	0.532 0.428	A A	-0.084 0.030	NO NO	0.545 0.428	A A	-0.071 0.030	NO NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Denotes CMP arterial monitoring station.
[c] Intersection is controlled by stop signs on minor approach.
[d] Intersection is uncontrolled under existing conditions. Intersection is signalized as part of Project mitigation.

TABLE 47 (continued)
FUTURE CONDITIONS - FULL BUILDOUT, OPTION A (YEAR 2015)
INTERSECTION IMPACT ANALYSIS - BLUFFSIDE DRIVE

No.	Intersection	Peak Hour	Future without Project		Future with Project with Mitigation							
					Proposed Site Access Plan				Scenario 3			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17. [a]	Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard	A.M. P.M.	0.493 0.504	A A	0.504 0.523	A A	0.011 0.019	NO NO	0.536 0.533	A A	0.043 0.029	NO NO
22. [a]	US 101 NB Ramps & Campo de Cahuenga Way	A.M. P.M.	0.134 0.568	A A	0.456 0.703	A C	0.322 0.135	NO YES	0.456 0.703	A C	0.322 0.135	NO YES
23. [a]	Metro Driveway & Campo de Cahuenga Way	A.M. P.M.	0.039 0.397	A A	0.313 0.772	A C	0.274 0.375	NO YES	0.363 0.936	A E	0.324 0.539	NO YES
34. [a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M. P.M.	0.487 0.560	A A	0.516 0.691	A B	0.029 0.131	NO NO	0.516 0.691	A B	0.029 0.131	NO NO
35. [a]	Lankershim Boulevard & Main Street	A.M. P.M.	0.665 0.680	B B	0.704 0.787	C C	0.039 0.107	NO YES	0.727 0.787	C C	0.062 0.107	YES YES
36. [a]	Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	A.M. P.M.	0.973 0.952	E E	1.014 1.111	F F	0.041 0.159	YES YES	1.022 1.118	F F	0.049 0.166	YES YES
37. [a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M. P.M.	0.822 0.619	D B	0.804 0.606	D B	-0.018 -0.013	NO NO	0.818 0.663	D B	-0.004 0.044	NO NO
38. [a], [b]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M. P.M.	0.825 0.733	D C	0.786 0.732	C C	-0.039 -0.001	NO NO	0.786 0.899	C D	-0.039 0.166	NO YES
73. [c]	Lankershim Boulevard & Jimi Hendrix Drive	A.M. P.M.	0.783 0.684	C B	0.750 0.768	C C	-0.033 0.083	NO YES	0.776 0.768	C C	-0.007 0.084	NO YES
117. [d]	US 101 SB On-Ramp n/o Lankershim Boulevard & Ventura Boulevard	A.M. P.M.	0.616 0.398	B A	0.532 0.428	A A	-0.084 0.030	NO NO	0.541 0.428	A A	-0.075 0.030	NO NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Denotes CMP arterial monitoring station.
[c] Intersection is controlled by stop signs on minor approach.
[d] Intersection is uncontrolled under existing conditions. Intersection is signalized as part of Project mitigation.

TABLE 47 (continued)
FUTURE CONDITIONS - FULL BUILDOUT, OPTION A (YEAR 2015)
INTERSECTION IMPACT ANALYSIS - BLUFFSIDE DRIVE

No.	Intersection	Peak Hour	Future without Project		Future with Project with Mitigation							
					Proposed Site Access Plan				Scenario 4			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.. [e]	Riverton Avenue/Campo de Cahuenga Wey & Ventura Boulevard	A.M. P.M.	0.493 0.504	A A	0.504 0.523	A A	0.011 0.019	NO NO	0.545 0.579	A A	0.052 0.075	NO NO
22. [a]	US 101 NB Ramps & Campo de Cahuenga Way	A.M. P.M.	0.134 0.568	A A	0.456 0.703	A C	0.322 0.135	NO YES	0.456 0.710	A C	0.322 0.142	NO YES
23. [a]	Metro Driveway & Campo de Cahuenga Way	A.M. P.M.	0.039 0.397	A A	0.313 0.772	A C	0.274 0.375	NO YES	0.371 0.981	A E	0.332 0.584	NO YES
34. [a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M. P.M.	0.487 0.560	A A	0.516 0.691	A B	0.029 0.131	NO NO	0.511 0.677	A B	0.024 0.117	NO NO
35. [a]	Lankershim Boulevard & Main Street	A.M. P.M.	0.665 0.680	B B	0.704 0.787	C C	0.039 0.107	NO YES	0.727 0.798	C C	0.062 0.118	YES YES
36. [a]	Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	A.M. P.M.	0.973 0.952	E E	1.014 1.111	F F	0.041 0.159	YES YES	1.024 1.134	F F	0.051 0.182	YES YES
37. [a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M. P.M.	0.822 0.619	D B	0.804 0.606	D B	-0.018 -0.013	NO NO	0.823 0.684	D B	0.001 0.065	NO NO
38. [a], [b]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M. P.M.	0.825 0.733	D C	0.786 0.732	C C	-0.039 -0.001	NO NO	0.786 0.945	C E	-0.039 0.212	NO YES
73. [c]	Lankershim Boulevard & Jimi Hendrix Drive	A.M. P.M.	0.783 0.684	C B	0.750 0.768	C C	-0.033 0.083	NO YES	0.776 0.786	C C	-0.007 0.102	NO YES
117. [d]	US 101 SB On-Ramp n/o Lankershim Boulevard & Ventura Boulevard	A.M. P.M.	0.616 0.398	B A	0.532 0.428	A A	-0.084 0.030	NO NO	0.545 0.428	A A	-0.071 0.030	NO NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Denotes CMP arterial monitoring station.
[c] Intersection is controlled by stop signs on minor approach.
[d] Intersection is uncontrolled under existing conditions. Intersection is signalized as part of Project mitigation.

TABLE 47 (continued)
FUTURE CONDITIONS - FULL BUILDOUT, OPTION A (YEAR 2015)
INTERSECTION IMPACT ANALYSIS - BLUFFSIDE DRIVE

No.		Intersection	Peak Hour	Future without Project		Future with Project with Mitigation							
						Proposed Site Access Plan				Scenario 5			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	[a]	Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard	A.M.	0.493	A	0.504	A	0.011	NO	0.536	A	0.043	NO
			P.M.	0.504	A	0.523	A	0.019	NO	0.533	A	0.029	NO
22.	[a]	US 101 NB Ramps & Campo de Cahuenga Way	A.M.	0.134	A	0.456	A	0.322	NO	0.456	A	0.322	NO
			P.M.	0.568	A	0.703	C	0.135	YES	0.703	C	0.135	YES
23.	[a]	Metro Driveway & Campo de Cahuenga Way	A.M.	0.039	A	0.313	A	0.274	NO	0.342	A	0.303	NO
			P.M.	0.397	A	0.772	C	0.375	YES	0.933	E	0.536	YES
34.	[a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M.	0.487	A	0.516	A	0.029	NO	0.500	A	0.013	NO
			P.M.	0.560	A	0.691	B	0.131	NO	0.644	B	0.084	NO
35.	[a]	Lankershim Boulevard & Main Street	A.M.	0.665	B	0.704	C	0.039	NO	0.714	C	0.049	YES
			P.M.	0.680	B	0.787	C	0.107	YES	0.838	D	0.158	YES
36.	[a]	Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	A.M.	0.973	E	1.014	F	0.041	YES	1.022	F	0.049	YES
			P.M.	0.952	E	1.111	F	0.159	YES	1.118	F	0.166	YES
37.	[a]	Lankershim Boulevard & US 101 NB Off-Ramp	A.M.	0.822	D	0.804	D	-0.018	NO	0.818	D	-0.004	NO
			P.M.	0.619	B	0.606	B	-0.013	NO	0.663	B	0.044	NO
38.	[a], [b]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M.	0.825	D	0.786	C	-0.039	NO	0.786	C	-0.039	NO
			P.M.	0.733	C	0.732	C	-0.001	NO	0.899	D	0.166	YES
73.	[c]	Lankershim Boulevard & Jimi Hendrix Drive	A.M.	0.783	C	0.750	C	-0.033	NO	0.750	C	-0.033	NO
			P.M.	0.684	B	0.768	C	0.083	YES	0.768	C	0.084	YES
117.	[d]	US 101 SB On-Ramp n/o Lankershim Boulevard & Ventura Boulevard	A.M.	0.616	B	0.532	A	-0.084	NO	0.541	A	-0.075	NO
			P.M.	0.398	A	0.428	A	0.030	NO	0.428	A	0.030	NO

Notes:
[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] Denotes CMP arterial monitoring station.
[c] Intersection is controlled by stop signs on minor approach.
[d] Intersection is uncontrolled under existing conditions. Intersection is signalized as part of Project mitigation.

XI. PARKING

This chapter summarizes the parking analysis for the Project. The parking requirements according to the LAMC and based on demand projections were developed. A summary of the parking analysis and impacts is presented.

The Project's parking objectives include:

(1) Provide sufficient parking on-site to meet demands generated by the Project.

(2) Support trip and emission reduction goals by providing preferred parking for carpools/vanpools, bicycle racks/showers, electric-vehicle charging hook-ups, and loading/unloading areas for vans and shuttles for the non-residential components of the Project.

This chapter also presents an analysis of impacts that may result on the parking supply for the Metro park & ride and Hollywood Bowl during the construction period of the Project.

SUPPLY

As mentioned in Chapter IV, parking to serve the proposed Phase 1 uses would be provided in two locations. Five levels of underground parking containing up to 1,929 spaces would be provided underneath the office and media production facility on Site A. The parking garage on Site B would contain up to two levels of underground parking, and up to seven levels of parking above ground level, totaling up to 1,780 parking spaces. Eight hundred spaces within this structure would be set aside for use by Metro patrons. Metro park & ride spaces would be strategically located to provide convenient access to the bus facility and the Metro Red Line station portal. In addition, the remaining parking supply within the Site B parking garage would serve employees and visitors to the office and media production facility, retail/restaurant uses and the Campo de Cahuenga historic site. Of this supply, a total of 25 spaces would be reserved for use by the Campo de Cahuenga historic site, which would represent an increase of 5 spaces over the existing parking supply for the site. Under both options in Phase 2, parking

supply would be provided in two levels underground and up to six levels above ground, and would include up to 1,467 spaces.

Table 48 provides a summary of the proposed parking supply for the Project. As shown, the Project would provide 3,709 spaces in Phase 1, including 800 park & ride replacement spaces and 25 spaces for the Campo de Cahuenga historic site, and, 1,467 spaces in Phase 2 under both options. At full buildout, the total Project parking supply would be 5,176 spaces.

CODE REQUIREMENTS

Code parking requirements for the Project were calculated by applying appropriate requirements from the LAMC, Section 12.21A.4(i). Tables 49 and 50 summarize the Code analysis for Options A and B, respectively.

The Project falls within an 'Enterprise Zone' as defined by Section 12.21.4(i) of the LAMC. The Code requires the use of a parking ratio of two parking spaces for every 1,000 sf of combined gross floor area of commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings that fall within the Enterprise Zones. Tables 49 and 50 summarize the Code analysis with the Enterprise Zone parking ratios.

As shown in the tables, the minimum parking supply required for Phase 1 of the Project per Code is 2,985 spaces. Phase 2 of the Project requires a minimum parking supply of 978 spaces under Option A and 1,258 spaces under Option B.

DEMAND PROJECTIONS

The parking requirements according to the LAMC are the minimum supply that a project needs to provide. These minimum requirements are, however, generally not sufficient for offices located in non-central business district (CBD) areas. Thus, a demand analysis was conducted based on typical weekday and weekend rates used in *Shared Parking* (Urban Land Institute,

1993) and those used for suburban land uses for the 0% TDM scenario and 12% TDM scenarios.

Tables 51 and 52 summarize the shared parking demand analysis for Options A and B for the 0% TDM scenario, respectively. The tables summarize the input assumptions for the shared parking analysis. For each land use in the Project, the tables show the base parking demand ratio for a weekday and a Saturday, the driving ratio, the percentage of demand projected to be captured internally within the Project, and the peak hour and peak month adjustment ratios (a December weekday at 2:00 p.m. was determined to be the peak month and time for Option A and a March weekday at 2:00 p.m. was determined to be the peak month and time for Option B). Figures 105 and 106 illustrate the projected variation in peak parking demand for the different months of the year during a weekday and a weekend, and Figure 107 indicates the projected daily variation in the parking demand for the peak month of December by hour throughout the day for Option A. Figures 108 and 109 illustrate the projected variation in peak parking demand for the different months of the year during a weekday and a weekend, and Figure 110 indicates the projected daily variation in the parking demand for the peak month of March by hour throughout the day for Option B. As shown in the tables, the shared parking model estimates a peak parking demand of approximately 5,725 parking spaces during the weekday peak hour (2:00 p.m.) and 1,723 parking spaces during the weekend peak hour (2:00 p.m.) of the peak month of December for Option A (0% TDM). Under Option B (0% TDM), the shared parking model estimates a peak parking demand of approximately 5,374 parking spaces during the weekday peak hour (2:00 p.m.) and about 2,840 parking spaces during the weekend peak hour (2:00 p.m.) of the peak month of March.

As described in Chapter V, the Project Site operates as a transportation/transit hub associated with the Universal City Metro Red Line station. Also, the Project would implement a TDM program that would result in a 12% lower auto-travel and automobile dependence as part of the mitigation program. Thus a 0% to 15% reduction, depending on the land use, was incorporated as mode adjustment in the peak parking demand analysis for the Project and is summarized in Tables 53 and 54 for Options A and B for the 12% TDM scenario, respectively. For each land use in the Project, the tables show the base parking demand ratio for a weekday and a Saturday, the driving ratio, the percentage of demand projected to be captured internally within

the Project, and the peak hour and peak month adjustment ratios (a December weekday at 2:00 p.m. was determined to be the peak month and time for Option A and a March weekday at 2:00 p.m. was determined to be the peak month and time for Option B). Figures 111 and 112 illustrate the projected variation in peak parking demand for the different months of the year during a weekday and a weekend, and Figure 113 indicates the projected daily variation in the parking demand for the peak month of December by hour throughout the day for Option A. Figures 114 and 115 illustrate the projected variation in peak parking demand for the different months of the year during a weekday and a weekend, and Figure 116 indicates the projected daily variation in the parking demand for the peak month of March by hour throughout the day for Option B. As shown in the tables, the shared parking model estimates a peak parking demand of approximately 5,075 parking spaces during the weekday peak hour (2:00 p.m.) and about 1,623 parking spaces during the weekend peak hour (2:00 p.m.) of the peak month of December for Option A. Under Option B, the shared parking model estimates a peak parking demand of approximately 4,818 parking spaces during the weekday peak hour (2:00 p.m.) and about 2,629 parking spaces during the weekend peak hour (2:00 p.m.) of the peak month of March.

Due to the predominantly commercial nature of the Project, the peak demand occurs on weekdays for both options under both scenarios (0% and 12% TDM). Thus, at full buildout, the Project has a peak demand (weekday) of 5,075 spaces under Option A and 4,656 spaces under Option B. The proposed supply of parking of 5,176 spaces would be sufficient to meet peak demand under either option.

PARKING UTILIZATION – METRO UNIVERSAL CITY PARK & RIDE AND HOLLYWOOD BOWL LOTS

Sites A & B – Metro Park & Ride Lots

The Metro Universal City park & ride facility is illustrated in Figure 117. Parking utilization at the facility was investigated from 6:00 a.m. to 7:00 p.m. on a typical weekday. Key findings are as follows:

- 13% utilization by 6:15 a.m.
- 43% utilization by 7:15 a.m.
- 83% utilization by 8:15 a.m.
- 93% utilization by 9:00 a.m.
- 97% "peak" utilization (essentially full) by 11:00 a.m.
- 89% utilization at 5:00 p.m.
- 44% utilization at 6:00 p.m.
- 26% utilization at 6:30 p.m.
- 25% utilization at 8:00 p.m.

Appendix O contains detailed utilization data, in total and by subarea.

Sites D & E – Metro Park & Ride/Hollywood Bowl Lots

As mentioned in Chapter II, Site D is owned by Caltrans. It is currently used by the Metro transit patrons as a park & ride surface lot and contains 68 striped parking spaces. This lot is available to transit patrons on a first-come, first-served basis, 24 hours per day, seven days per week.

Occupancy for Site D was recorded on Thursday, August 31, 2007 every 30 minutes between 6:00 a.m. and 5:00 p.m. As shown in Figure 118, occupancy reaches 100% at approximately 9:00 a.m. and peaks at 154% by 11:00 a.m. While the lot is only marked for 68 spaces, regular patrons have found parallel parking spaces and other unmarked places to park their cars. Between 3:00 and 5:00 p.m., the lot begins to decrease in occupancy, reflecting a typical commuting pattern. Most of the patrons of this parking lot were observed to walk to the Metro Red Line transit station. Little or no park & ride carpooling activity was observed.

Site E is owned by the County of Los Angeles. It is currently used as a park & ride surface lot and contains 161 striped parking spaces. This lot is available to Metro transit patrons on a first-come, first-served basis. This lot is substantially under-utilized, as it does not provide

convenient pedestrian access to the Metro Red Line station. However, during the summer, Site E is also used as a park & ride facility for the Hollywood Bowl. On Hollywood Bowl event nights, parking is limited to Bowl patrons after 6:00 p.m. Although the Hollywood Bowl season runs early spring to late fall, the most frequent use of this lot for Hollywood Bowl park & ride occurs during high attendance events, primarily on Friday and Saturday nights between July and September.

The occupancy for Site E was counted on six weekdays between Friday, July 27, 2007 and Friday, August 10, 2007, every 30 minutes between 6:00 a.m. and 10:00 p.m. The lots remain fairly empty throughout the daytime commuter peak period. Of the weekdays counted, the highest occupancy recorded before 4:00 p.m. was approximately 39% from 1:30 to 2:00 p.m. on Tuesday, July 31, 2007, as shown in Figure 119. This lot appears to be used for overflow parking from Site D, as well as overnight parking and other long-term parking for the neighborhood.

Detailed parking utilization data is provided in Appendix O.

Hollywood Bowl Parking

Both Sites D and E are used by the Hollywood Bowl from late spring to early fall for shuttle parking, mostly in the evening. Shuttle buses run approximately every 10 minutes, beginning 2.5 hours before the event start time, with the last bus departing the lots at concert time. Parking for these patrons is free and the shuttle costs $3.00 for a round trip. Hollywood Bowl personnel direct patrons to a stacked parking configuration during events in order to achieve greater capacity than typically occurs during the weekday daytime hours when the lots are not staffed. Therefore, peak occupancy during the Hollywood Bowl operations is greater than the number of marked daytime spaces.

Table 55 shows the observation dates, times, concert times, and performing act of the shows at the Hollywood Bowl. On the observed weekdays, concert times ranged from 7:00 p.m. to 8:30 p.m. Because shuttles begin approximately 2.5 hours before the event time, buses began loading as early as 4:30 p.m. The occupancy after 4:00 p.m. for Sites D and E is shown in

Figure 120. Of the six observed days, all but one exceeded the supply of marked spaces and stacked parking was utilized.

In addition to the weekdays that were studied, six weekend evenings were observed. On three Saturdays and three Sundays between Saturday, July 28, 2007 and Sunday, August 12, 2007, occupancy was recorded every half hour between 4:30 and 10:00 p.m. The Hollywood Bowl observation dates, event names, and event times are shown in Table 55.

The results of the weekend observations are shown in Figures 121 and 122. As shown, the two parking lots remain unoccupied until approximately 6:00 p.m. when concert traffic begins to arrive. The lots reach the evening peak at approximately 7:30 to 8:00 p.m. and remain at that level of occupancy until the event ends. This indicates that weekend parking in these lots can be solely attributed to the Hollywood Bowl events.

Construction Period

During Phase 1 construction, the existing park & ride facility on Site D would be resurfaced and restriped to accommodate the maximum number of park & ride spaces that can be accommodated on the site. A total of 96 park & ride spaces would be provided, which would represent an increase of 28 spaces over the existing parking supply on this lot. Pedestrian access to Site D and the portal entrance to the Metro Red Line station would remain the same as presently configured.

During Phase 1 construction, the existing park & ride facility on Site E would be resurfaced and restriped to accommodate the maximum number of park & ride spaces that can be accommodated on the site as temporary replacement for park & ride spaces presently located on Sites A and B. A total of 352 temporary replacement park & ride spaces would be provided compared to 161 existing spaces. These spaces would be provided in a tandem configuration, with attendant parking provided at no charge, and a shuttle would be provided between this parking lot and the Metro Red Line station portal.

A total of 793 Metro park & ride spaces are currently provided on Sites A, B, D, and E. Between Sites D and E, a total of 448 temporary replacement park & ride spaces would be provided prior to commencing any Phase 1 construction activity on Sites A and B. The weekday occupancy studies for all four sites show that there is a current "worst case" peak demand of approximately 718 vehicles for commuters. This includes a peak weekday demand from 10:00 to 11:00 a.m. of 550 spaces in Sites A and B, 105 in Site D, and approximately 63 in Site E, assuming all parked cars on Sites D and E are subway riders. As mentioned in Chapter IV, a temporary loss of access to the Campo de Cahuenga historic site and its 20 reserved parking spaces may occur during Phase 1 construction. If 448 spaces are available and 718 spaces are needed to meet current demand of Metro patrons and 20 spaces for the Campo de Cahuenga historic site, an un-met demand of approximately 290 spaces remains during the construction phase and would thus result in a short-term significant impact. The potential shortfall would be made up by providing 290 spaces at one or more off-site locations within walking distance of the Metro station or other location with a shuttle service. However, the impact would be considered unmitigated and significant if suitable off-site parking for park & ride patrons is unavailable. The demand for these spaces would be satisfied at completion of Phase 1 construction, when approximately 800 spaces would be built in the structure on Site B.

During a construction period of approximately 30 to 36 months for Phase 1, or approximately three Hollywood Bowl seasons, a total of 448 spaces would be provided between Sites D and E. The existing peak Saturday evening demand as illustrated in Figure 121 is approximately 470 spaces and thus there would be an un-met demand of approximately 22 spaces during the weekend remaining during the construction phase for Hollywood Bowl patrons. Similar to the daytime park & ride spaces, the potential shortfall would be made up by providing 22 spaces at one or more off-site locations within walking distance of Sites D and E or other location with a shuttle service. However, the impact would be considered unmitigated and significant if suitable off-site parking for park & ride patrons is unavailable.

In addition to Sites D and E, Sites A and B were counted on a weekday from 6:00 to 10:00 p.m. Based on these counts, Sites A and B have an average occupancy of 178 between 7:00 and 7:30 p.m., when the Hollywood Bowl parking demand starts increasing. Thus on average Hollywood Bowl event nights, there is a total parking demand of 378 to 498 spaces (200 to 320 spaces on Sites D and E and 178 spaces on Sites A and B). On peak Hollywood Bowl event

nights, Sites D and E have an average occupancy of 367 and thus the total parking demand is 545 spaces. Thus, during the construction period, during the Hollywood Bowl season, there would be a potential shortfall of 50 to 97 spaces. Similar to the daytime park & ride spaces, the potential shortfall would be made up by providing 50 to 97 spaces at one or more off-site locations within walking distance of Sites D and E or other location with a shuttle service. However, the impact would be considered unmitigated and significant if suitable off-site parking for park & ride patrons is unavailable.

In Phase 2, Site D would continue to operate as park & ride facility with 96 spaces. Site E would remain configured as a parking lot, reverting to a self-park configuration. These lots would continue to operate as overflow park & ride lots, depending upon demand for park & ride spaces after completion of the Site B park & ride garage. During construction, these sites may be used for construction purpose such as storage, equipment layover area, or parking for construction workers. The parking supply on Site E would be reduced by the construction of the US 101 interchange improvements at Universal Terrace Parkway (Campo de Cahuenga Way). Upon completion of construction, Site D would revert to the control of Caltrans and may or may not be operated as a park & ride lot, depending upon demand for park & ride spaces after completion of Phase 2. Site E would revert to the control of the County and may or may not be restriped to its previous configuration of single parking spaces in place of tandem spaces. The Applicant would no longer use these lots.

SUMMARY

The parking supply, LAMC, and demand analysis for the Project have been summarized in Tables 48 through 54.

(1) The Project provides sufficient parking to meet LAMC requirements.

(2) The proposed parking supply is insufficient to meet the peak demand requirements if no TDM/transit credit is taken into account. The Project has a deficit of 549 spaces under Option A and 198 spaces under Option B over the peak demand.

(3) Taking into account a mode split of 12% for TDM/transit, the Project provides a surplus of 101 spaces under Option A and 358 spaces under Option B over the peak demand.

Parking utilizations surveys conducted at Sites A, B, D, and E are summarized in Figures 117 through 122.

(1) The Project would provide a total of 448 temporary parking spaces between Sites D and E during the construction of Phase 1.

(2) Approximately 718 spaces are required to meet the current parking demand of Metro park & ride patrons. During Phase 1 construction, there would be a temporary loss of access to the 20 spaces reserved for the Campo de Cahuenga historic site. This would result in a temporary un-met demand of 290 spaces during the construction of Phase 1 and thus a short-term significant impact.

(3) Approximately 470 spaces are required to meet the current parking demand of Hollywood Bowl patrons. This would result in a temporary un-met demand of 22 spaces for Hollywood Bowl patrons during the construction of Phase 1.

(4) The potential shortfall for the Metro park & ride and Hollywood Bowl patrons would be made up by providing the spaces on one or more off-site locations within walking distance of Sites D and E or other location with a shuttle service. However, the impact would be considered unmitigated and significant if suitable off-site parking for park & ride patrons is unavailable. The demand for these spaces would be satisfied at completion of Phase 1 construction, when approximately 800 spaces would be built in the structure on Site B.

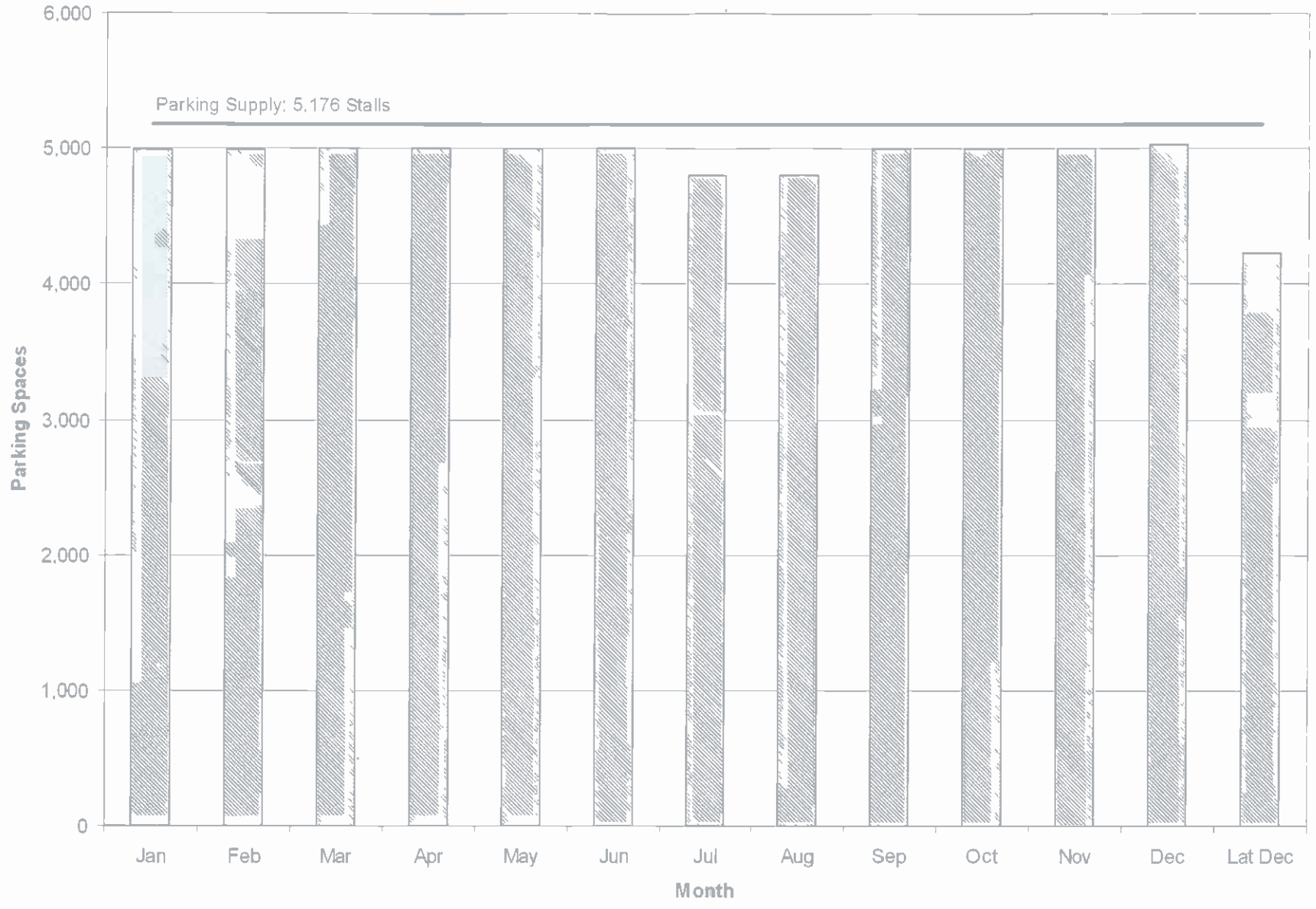

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FIGURE 105
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND - OPTION A (0% TDM)

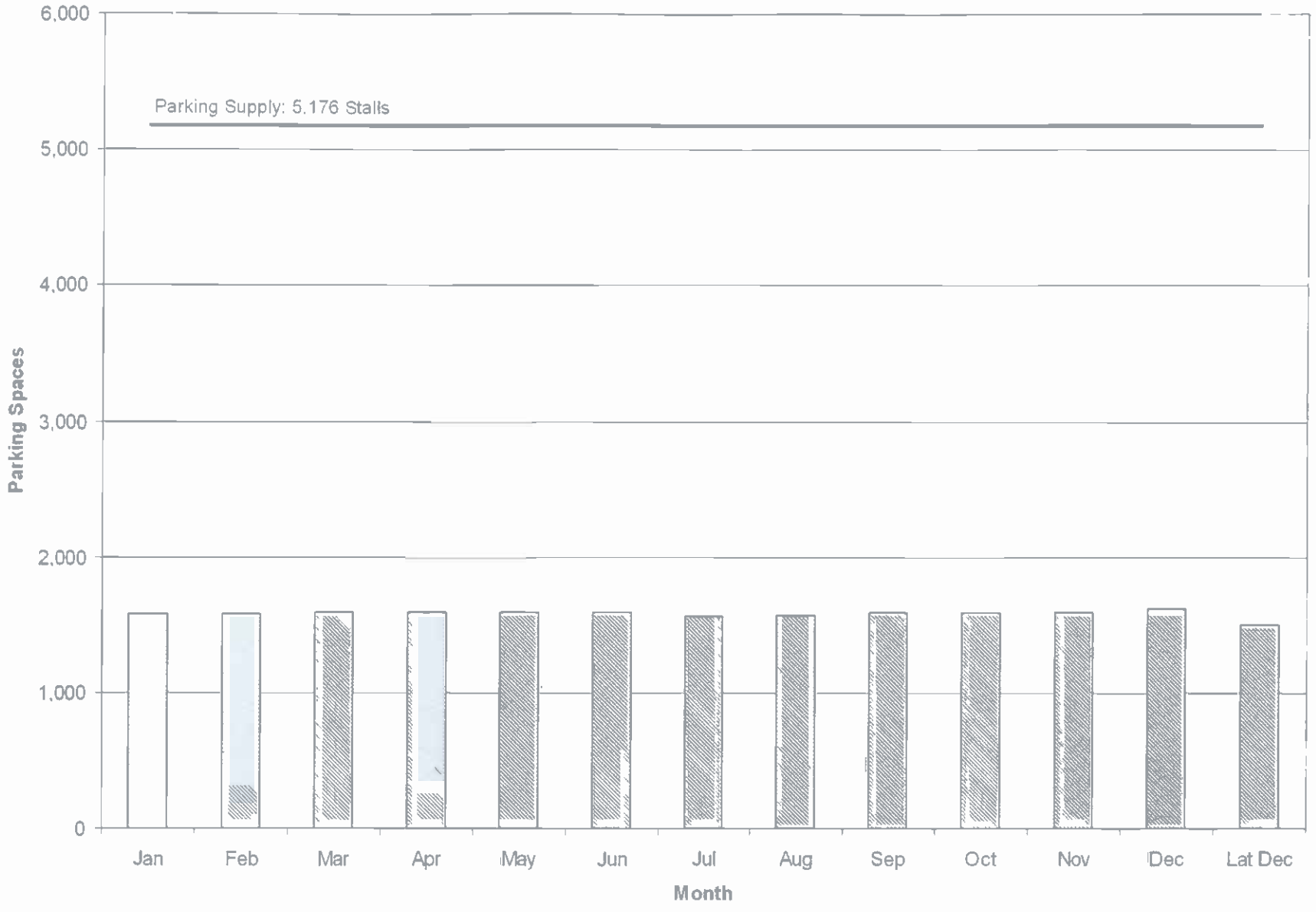

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FIGURE 106

WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND - OPTION A (0% TDM)

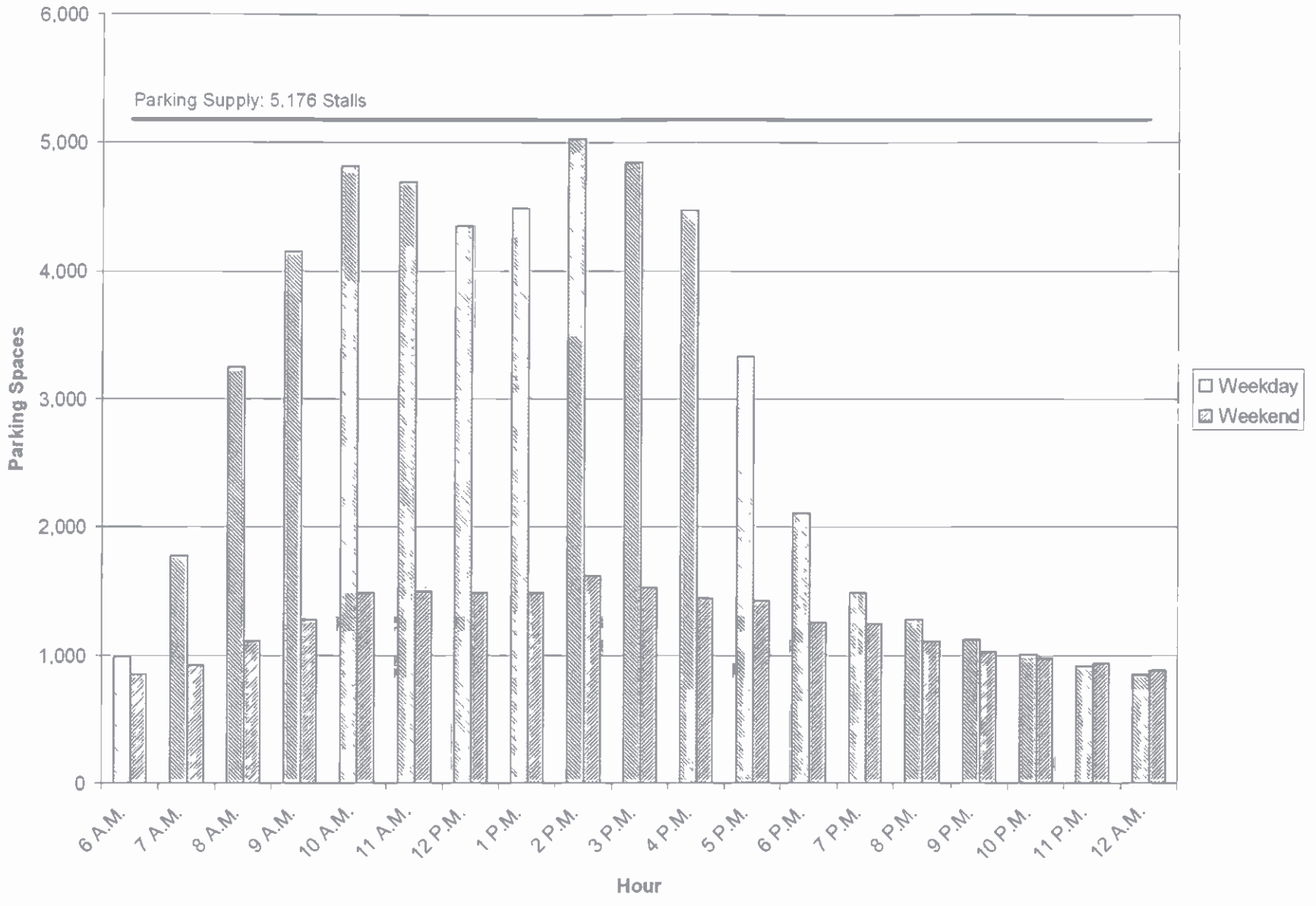

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FIGURE 107
PEAK MONTH DAILY PARKING DEMAND BY HOUR - OPTION A (0% TDM)

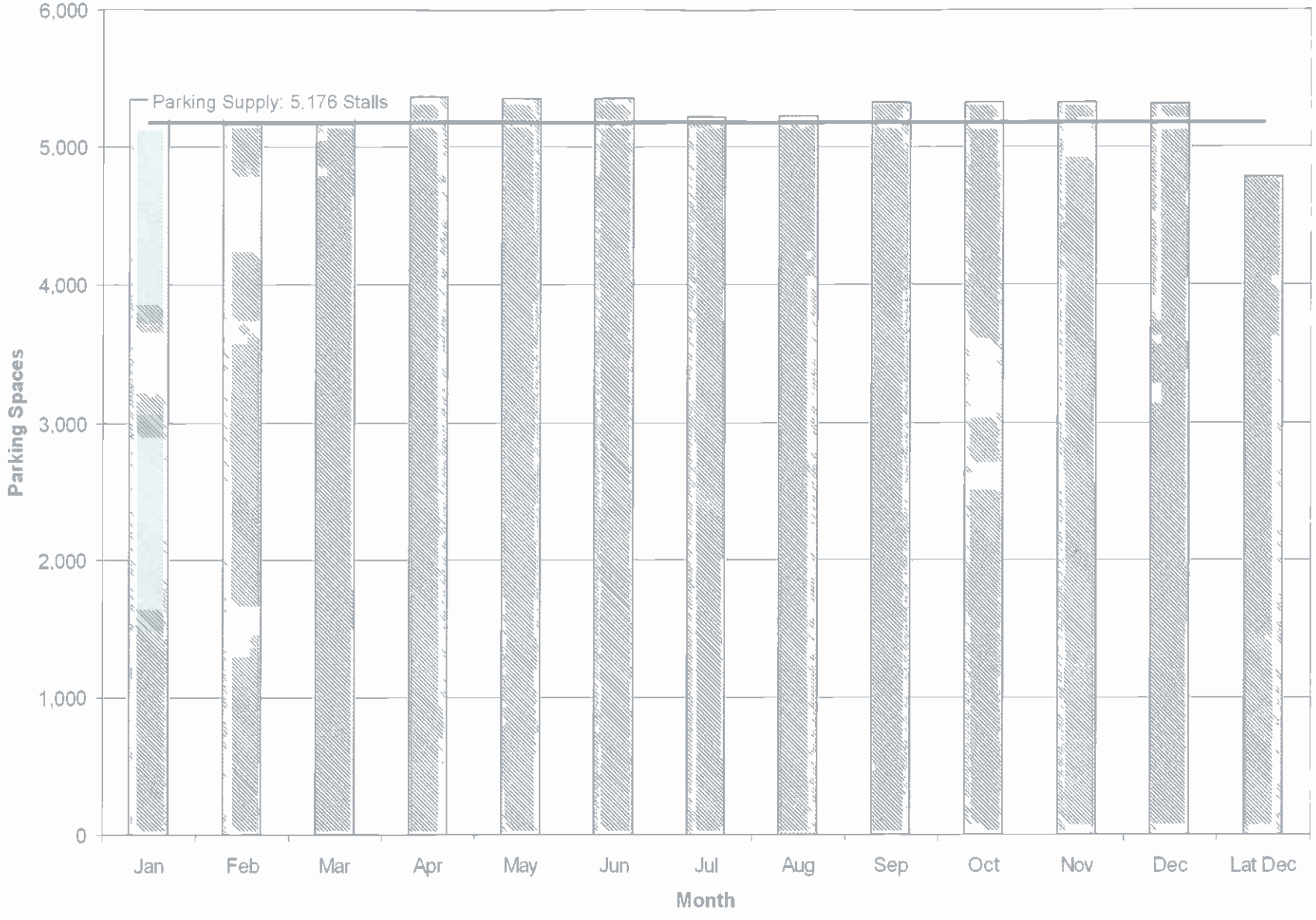

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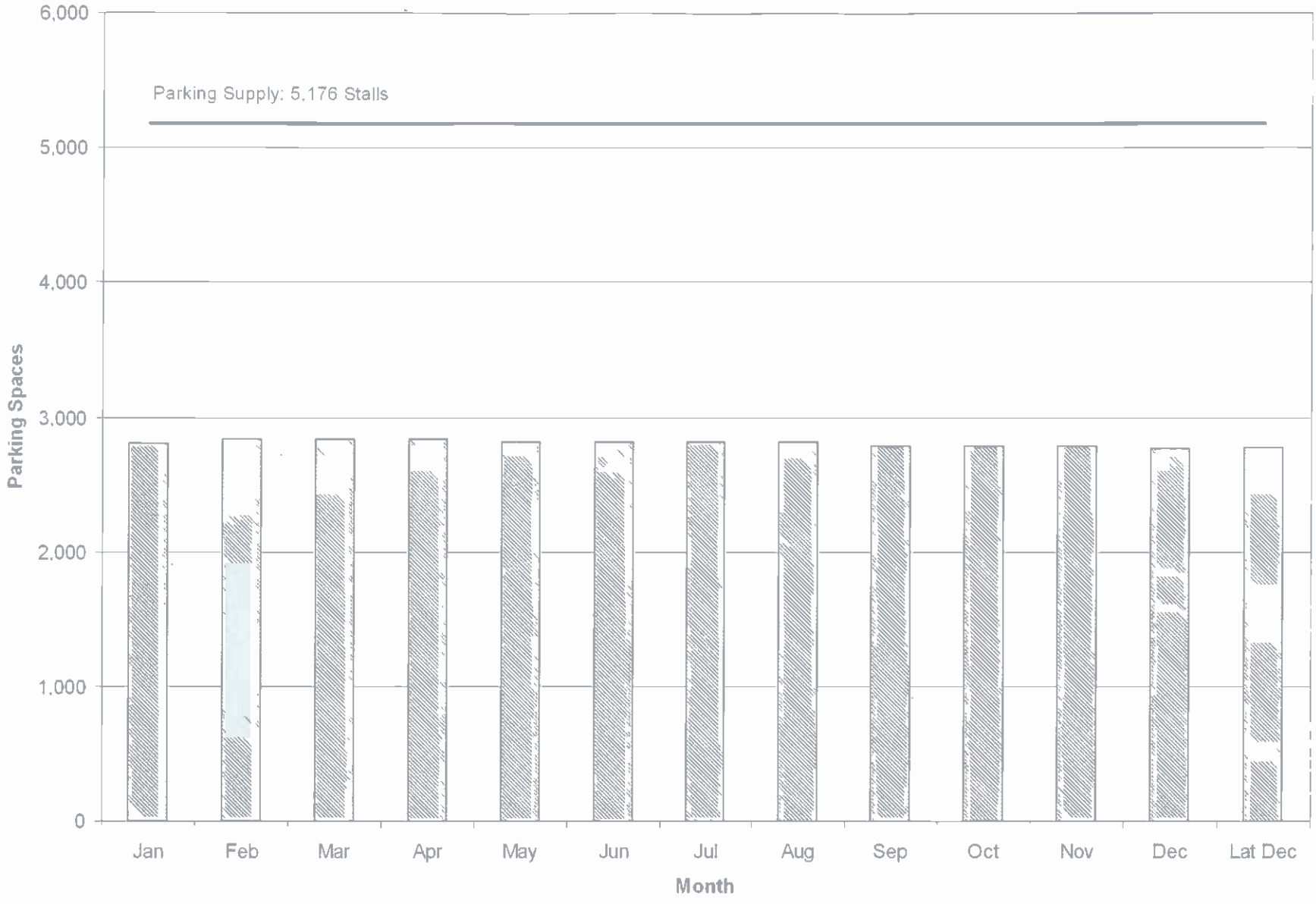
FIGURE 108

WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND - OPTION B (0% TDM)



FEHR & PEERS KAKU ASSOCIATES RAJU Associates, Inc.

FIGURE 109

WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND - OPTION B (0% TDM)

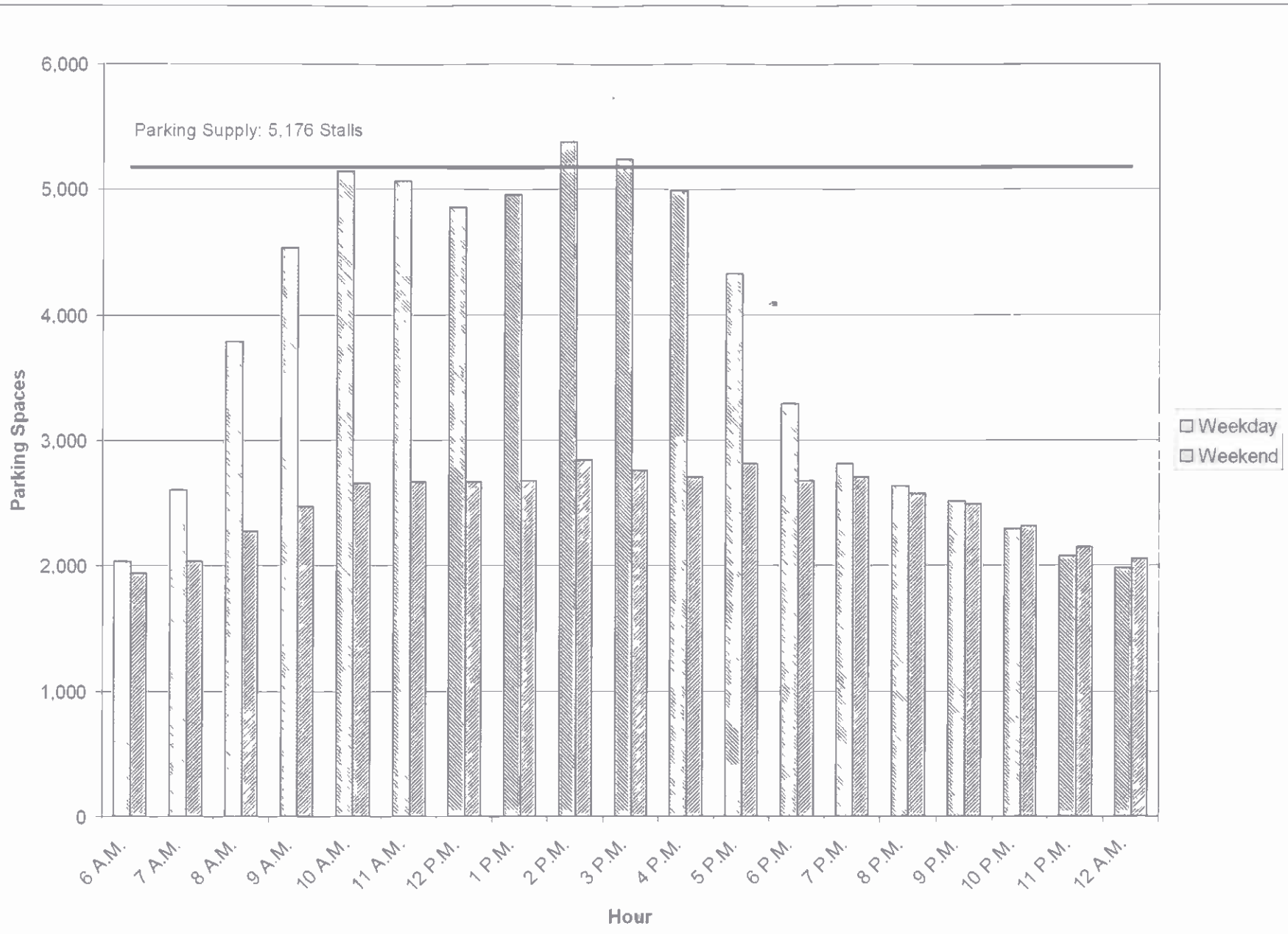


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FIGURE 110
PEAK MONTH DAILY PARKING DEMAND BY HOUR - OPTION B (0% TDM)

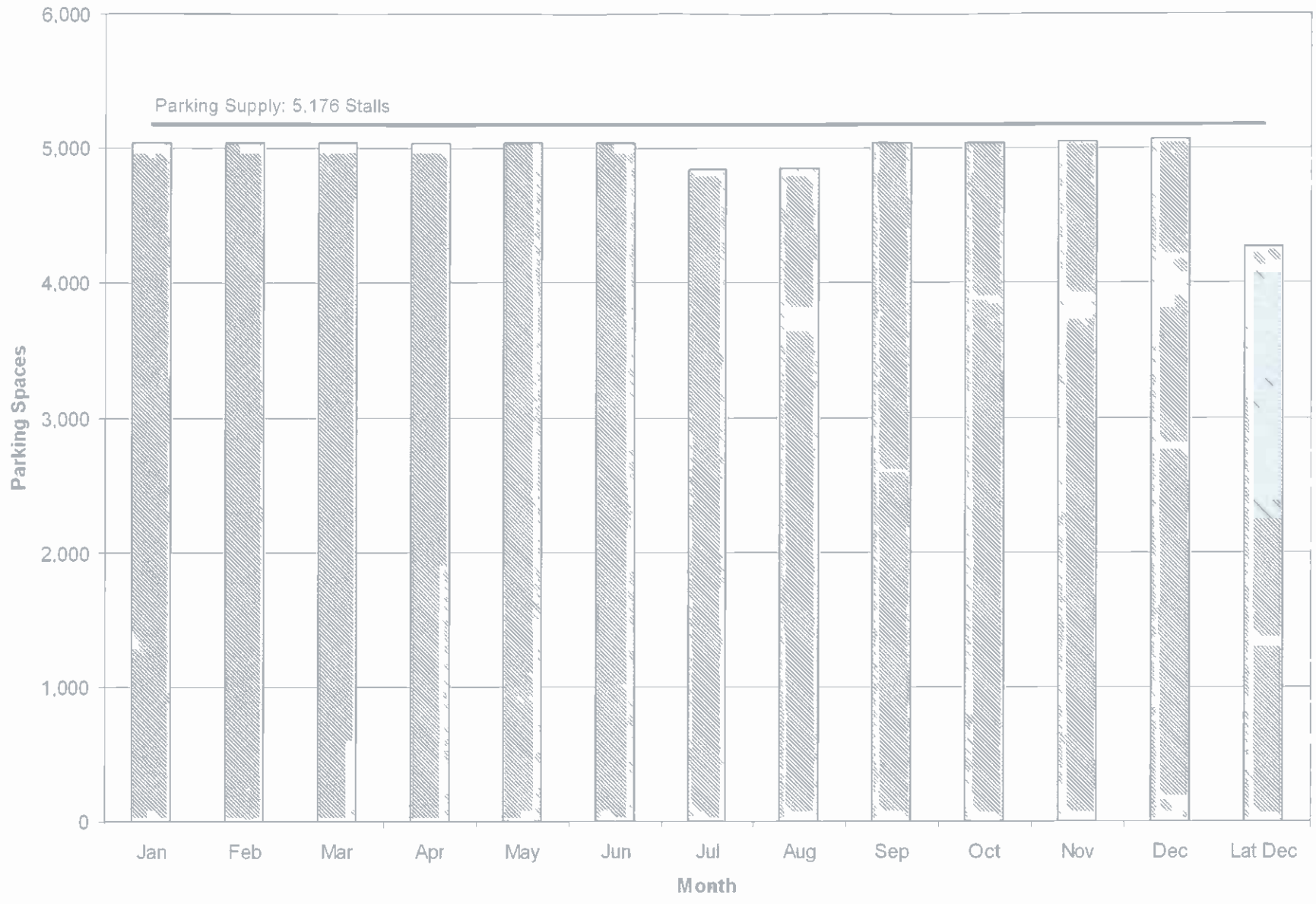

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FIGURE 111

WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND - OPTION A (12% TDM)

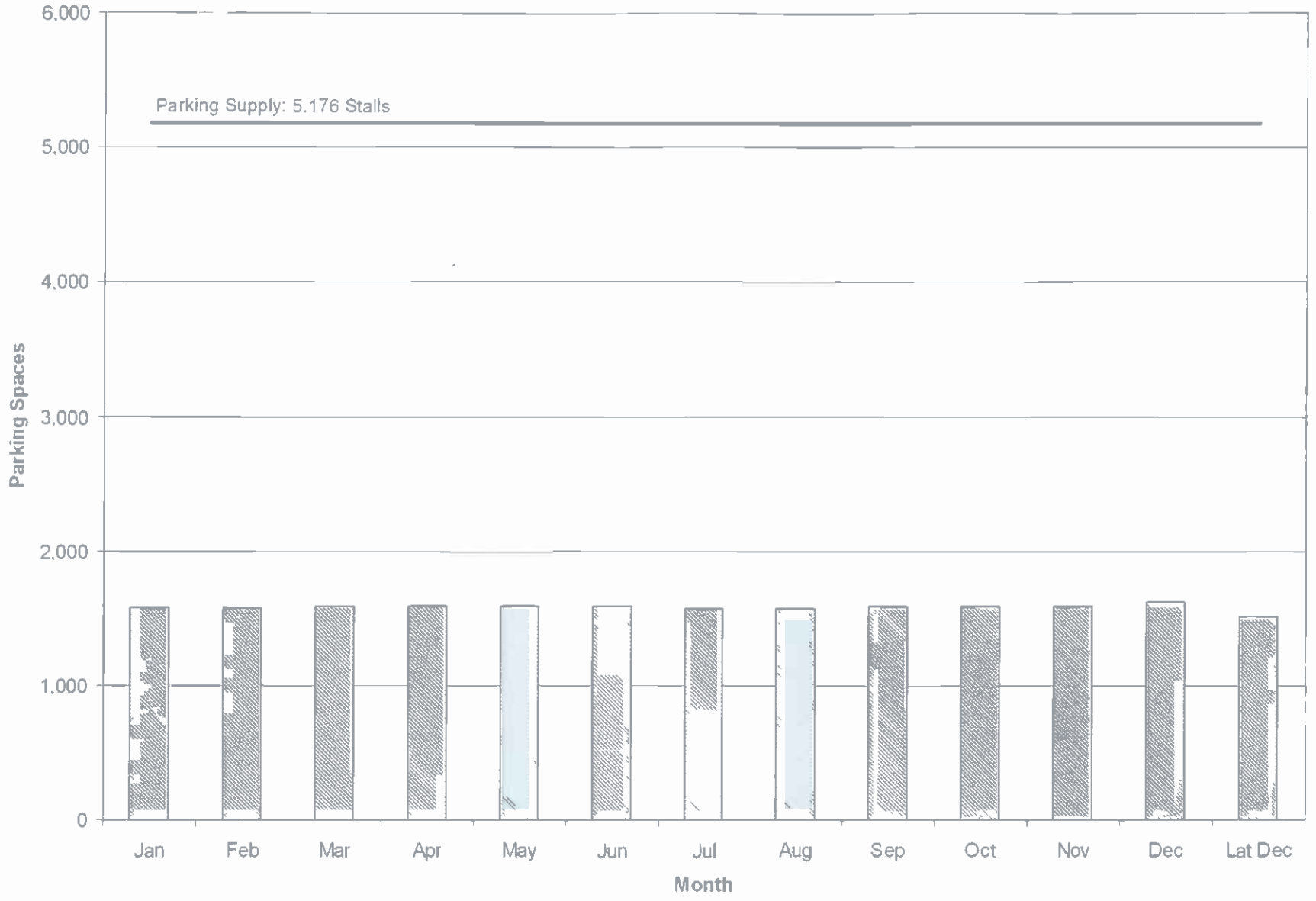

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FIGURE 112
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND - OPTION A (12% TDM)

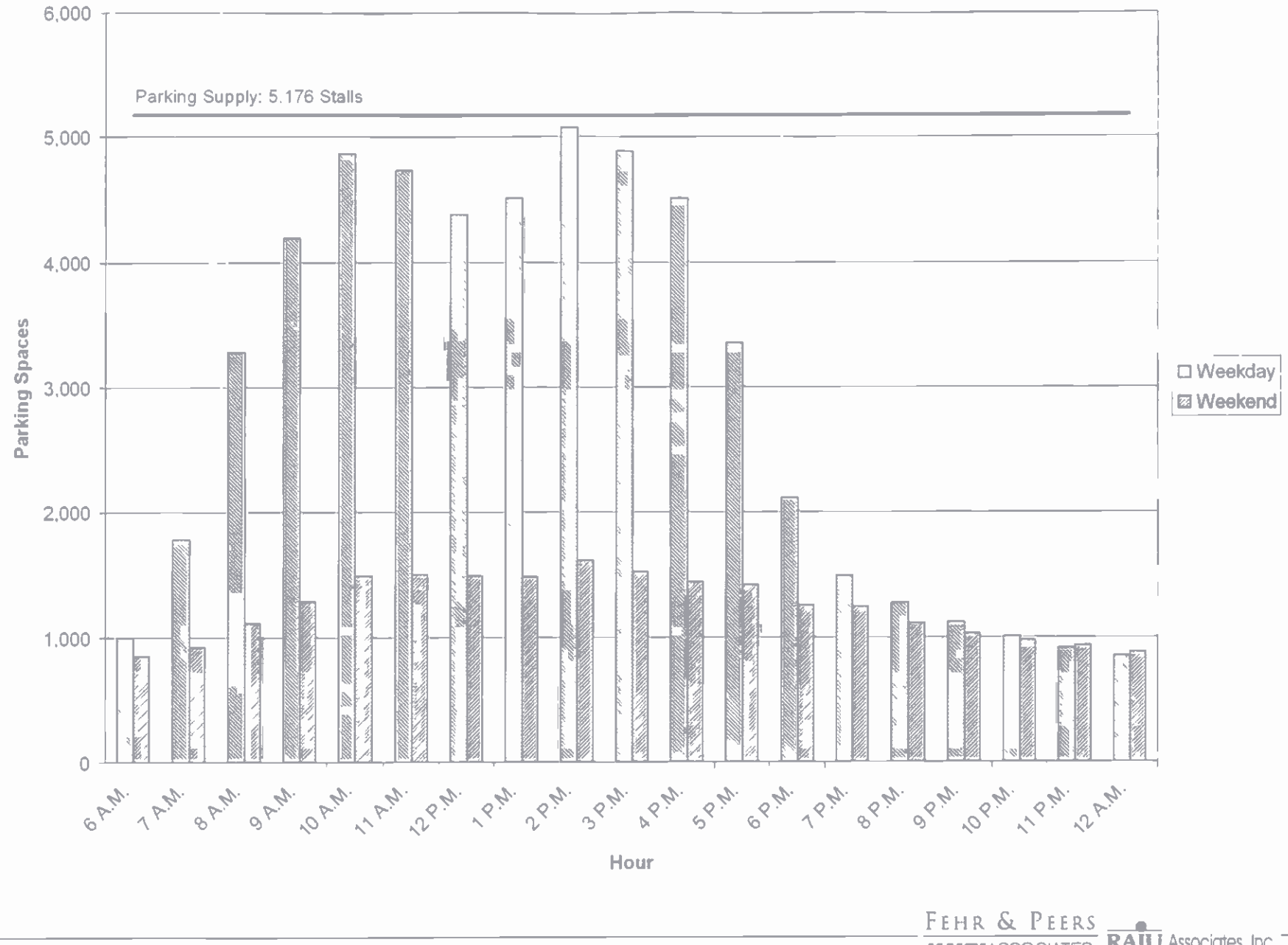

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FIGURE 113
PEAK MONTH DAILY PARKING DEMAND BY HOUR - OPTION A (12% TDM)

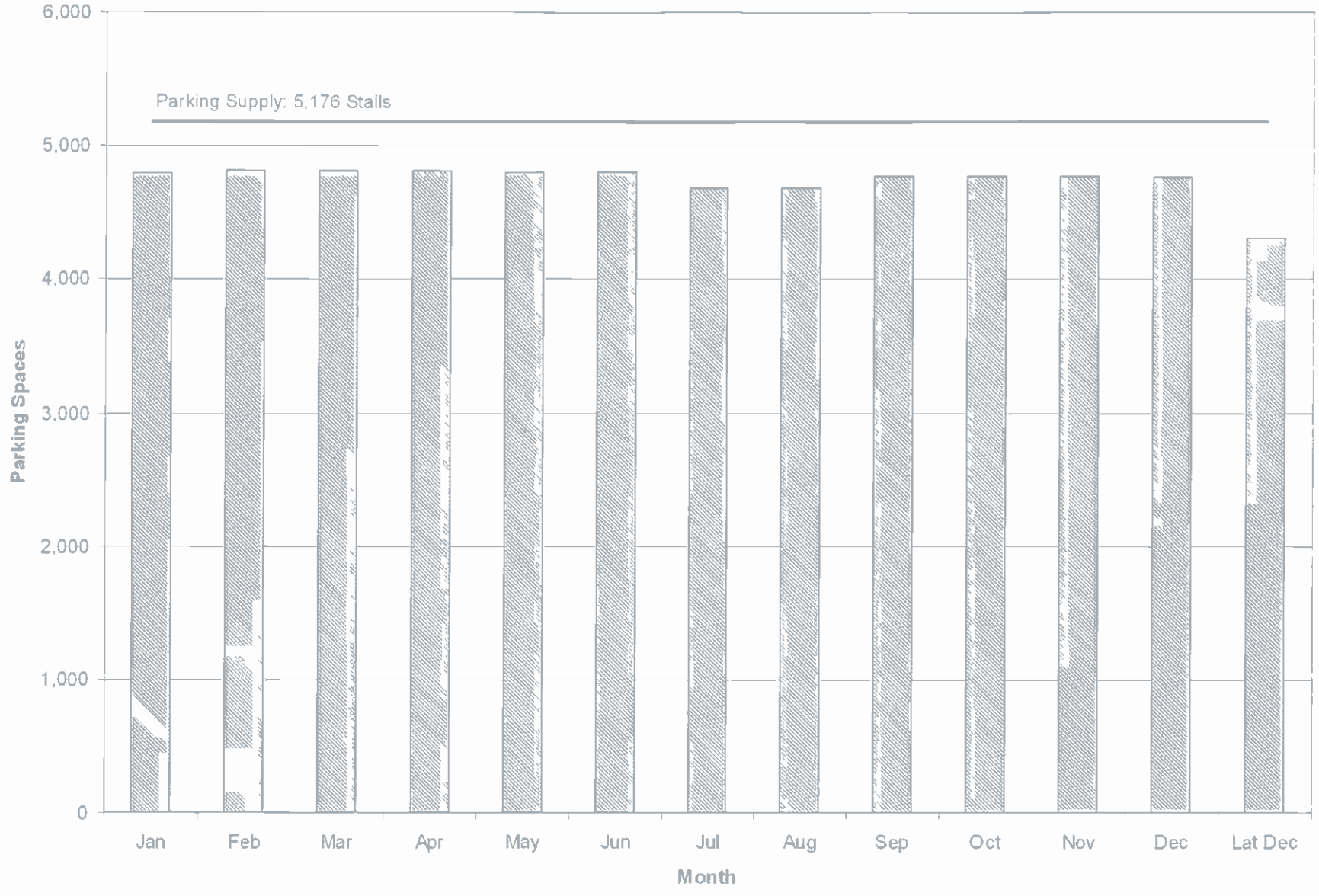

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FIGURE 114
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND - OPTION B (12% TDM)

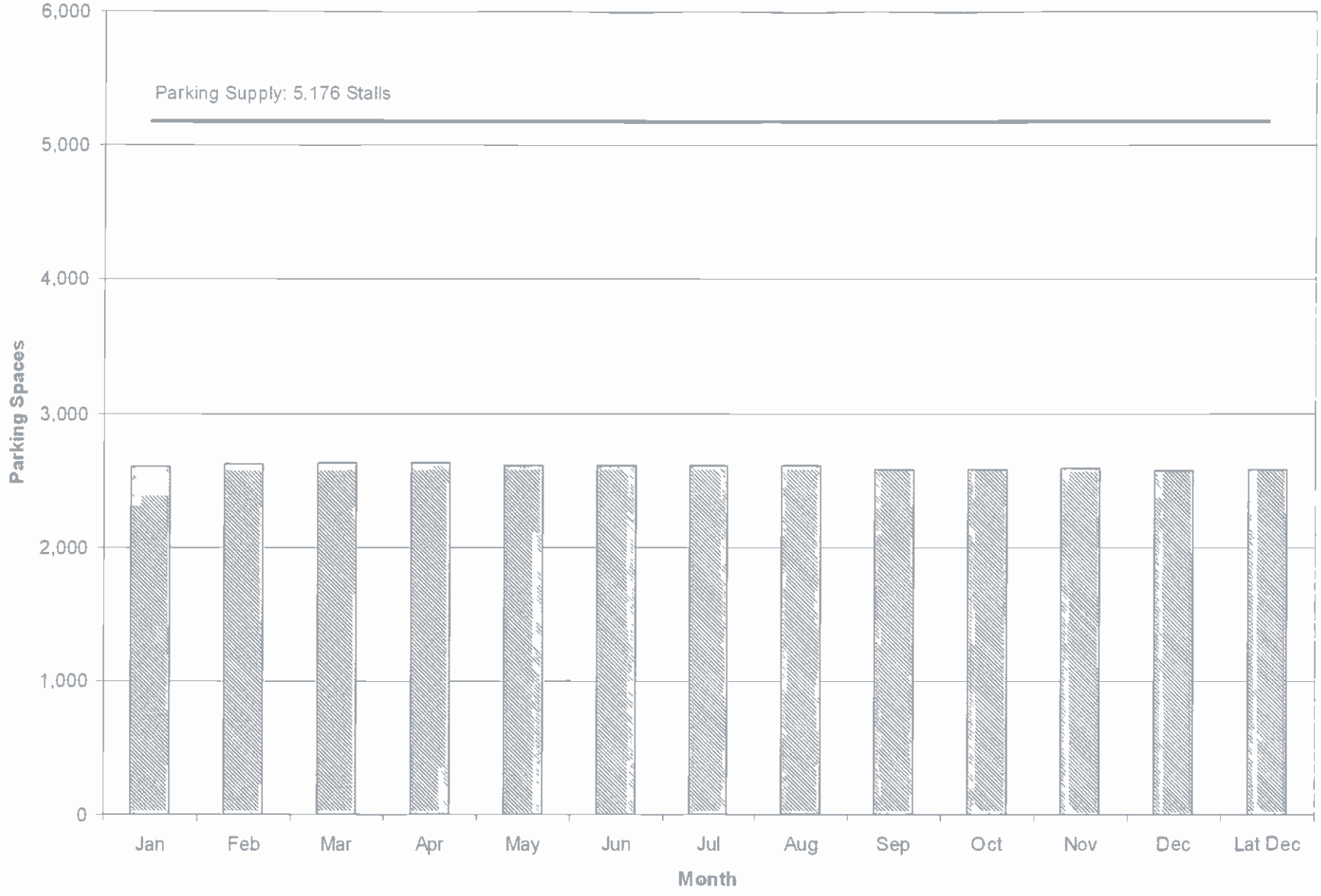

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FIGURE 115

WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND - OPTION B (12% TDM)

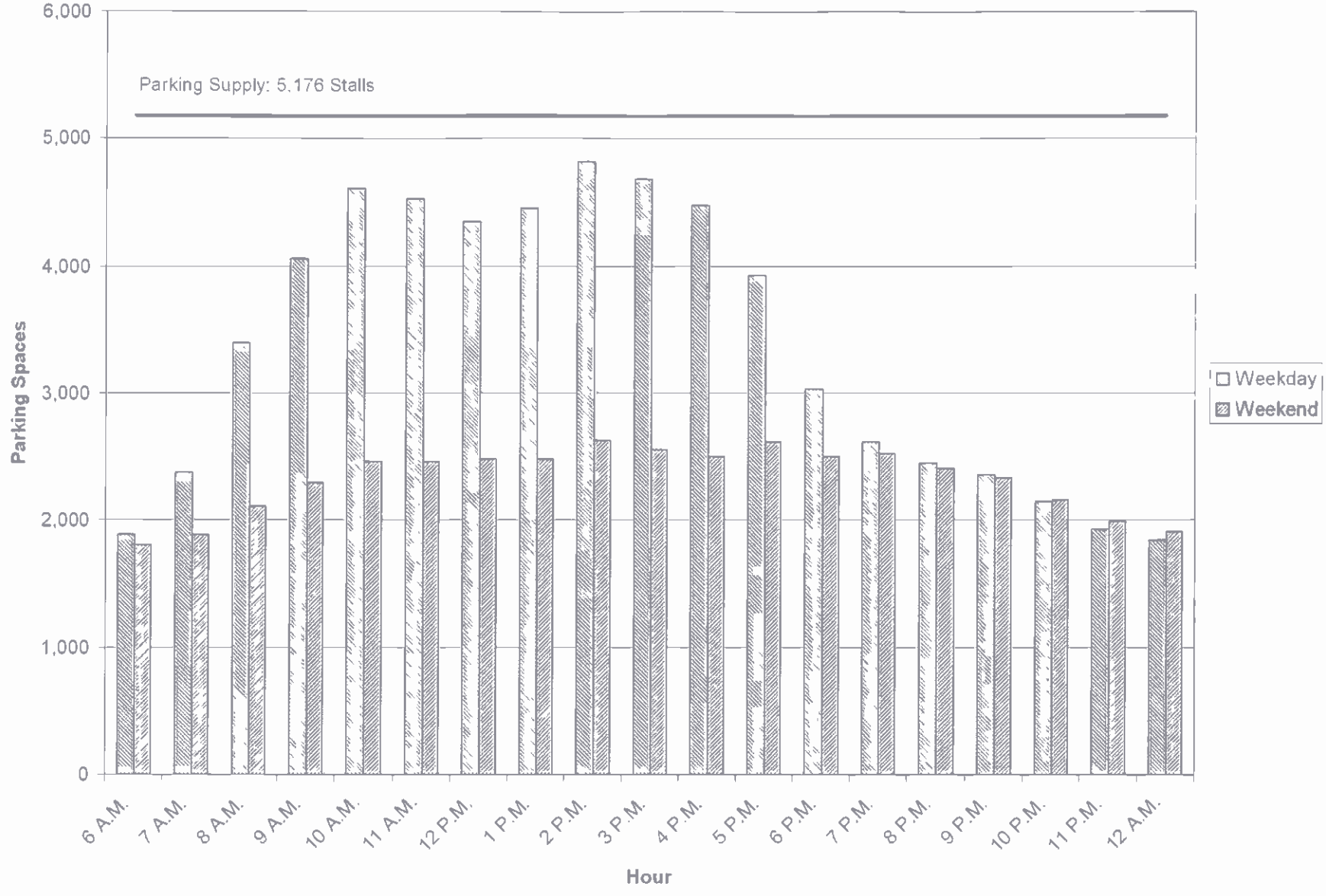

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FIGURE 116
PEAK MONTH DAILY PARKING DEMAND BY HOUR - OPTION B (12% TDM)

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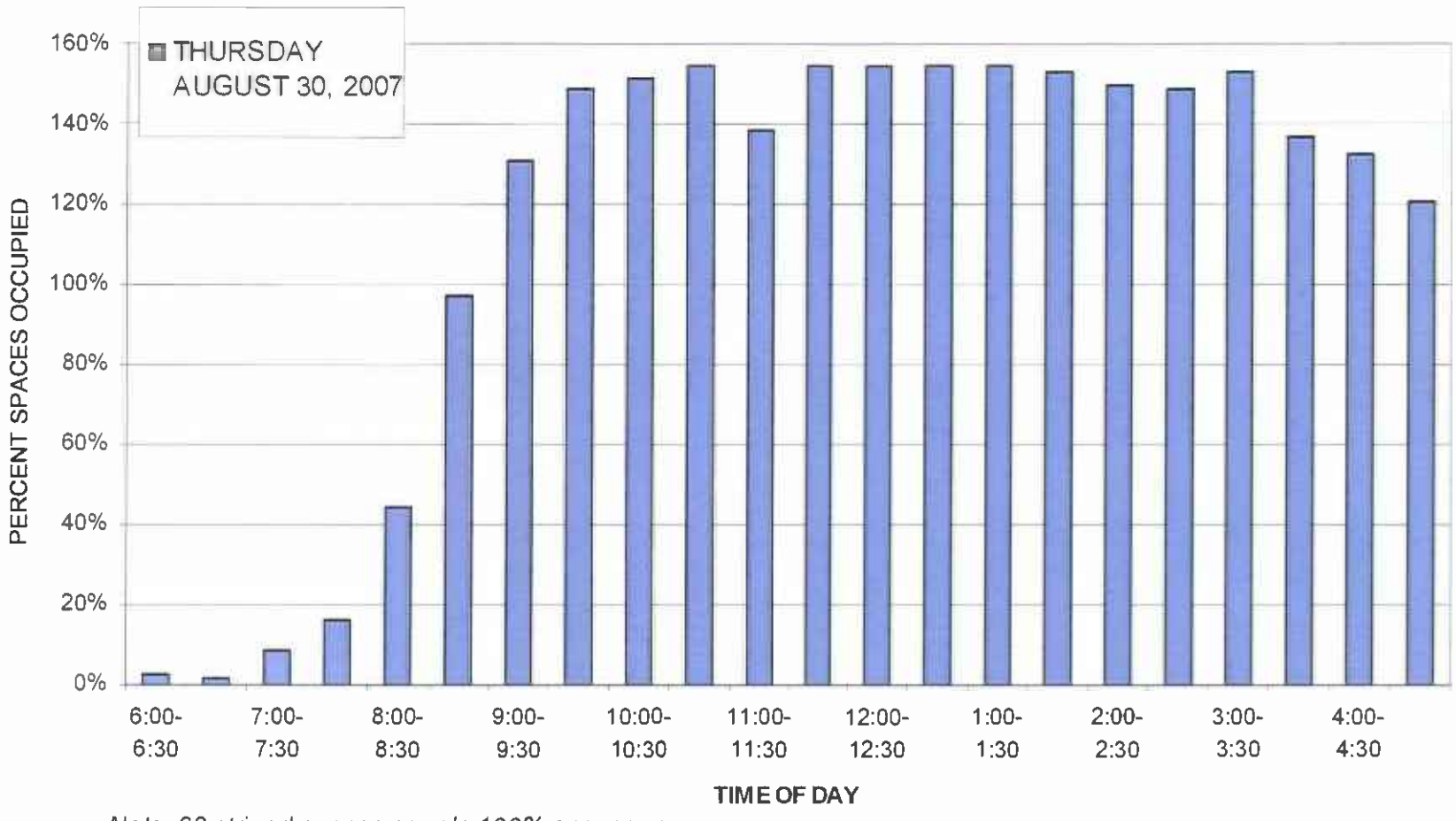
FIGURE 117
METRO UNIVERSAL CITY STATION PARK & RIDE FACILITY



Note: 68 striped spaces equals 100% occupancy

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FIGURE 118
SITE D OCCUPANCY ON OBSERVED WEEKDAYS BEFORE 5:00 P.M.

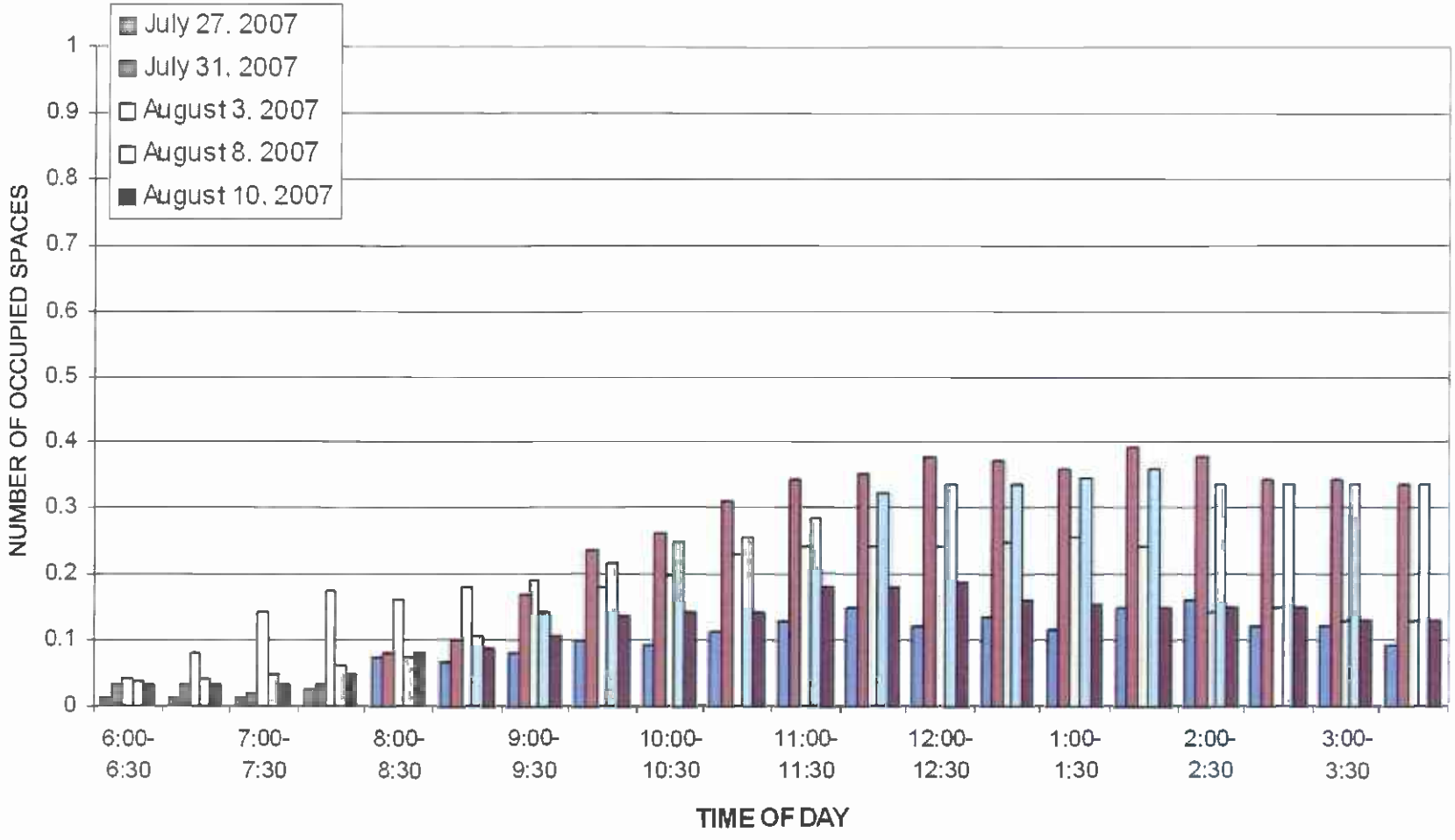

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FIGURE 119

SITE E OCCUPANCY ON OBSERVED WEEKDAYS BEFORE 4:00 P.M.

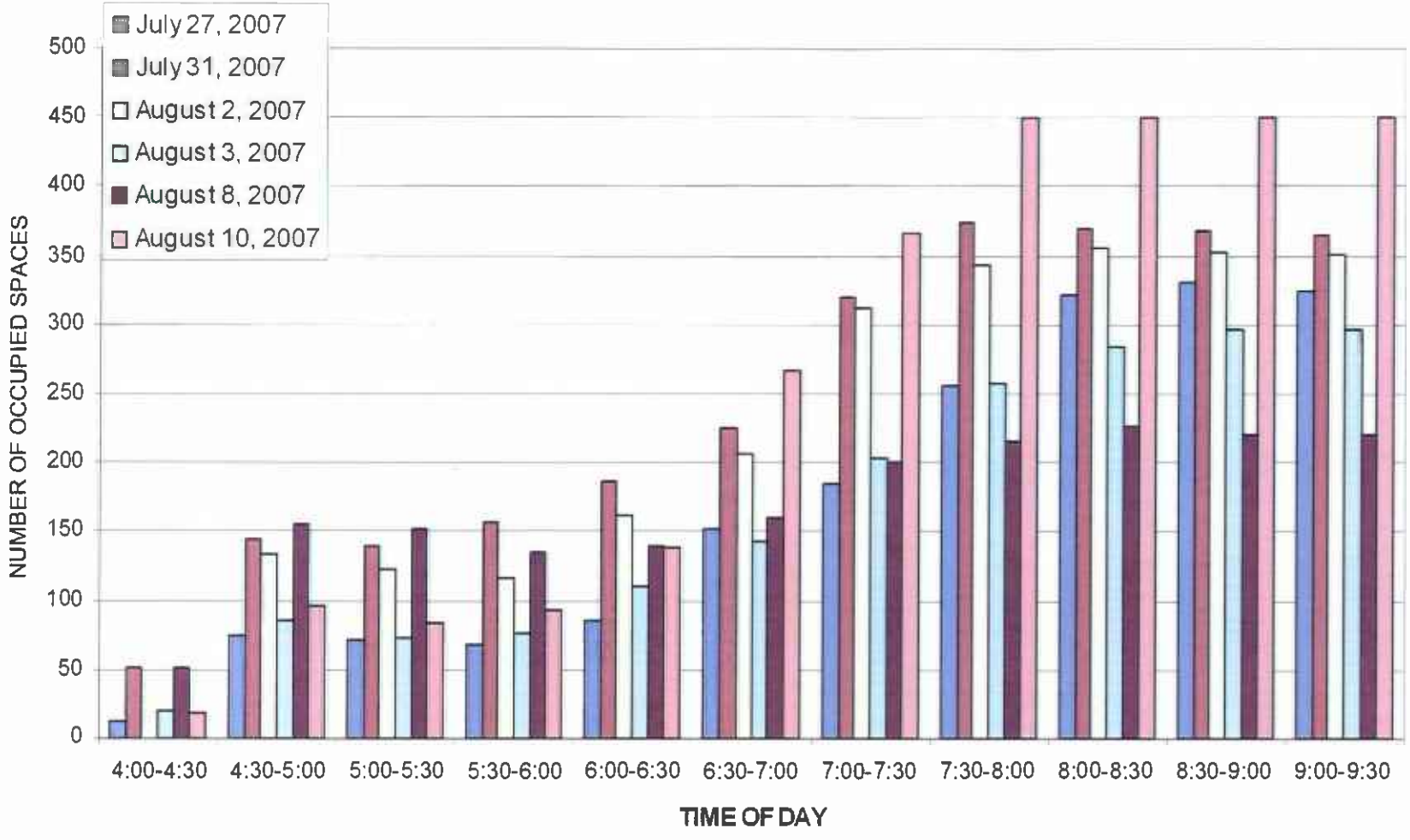

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FIGURE 120
SITE D AND E OCCUPANCY ON OBSERVED WEEKDAYS AFTER 4:00 P.M.

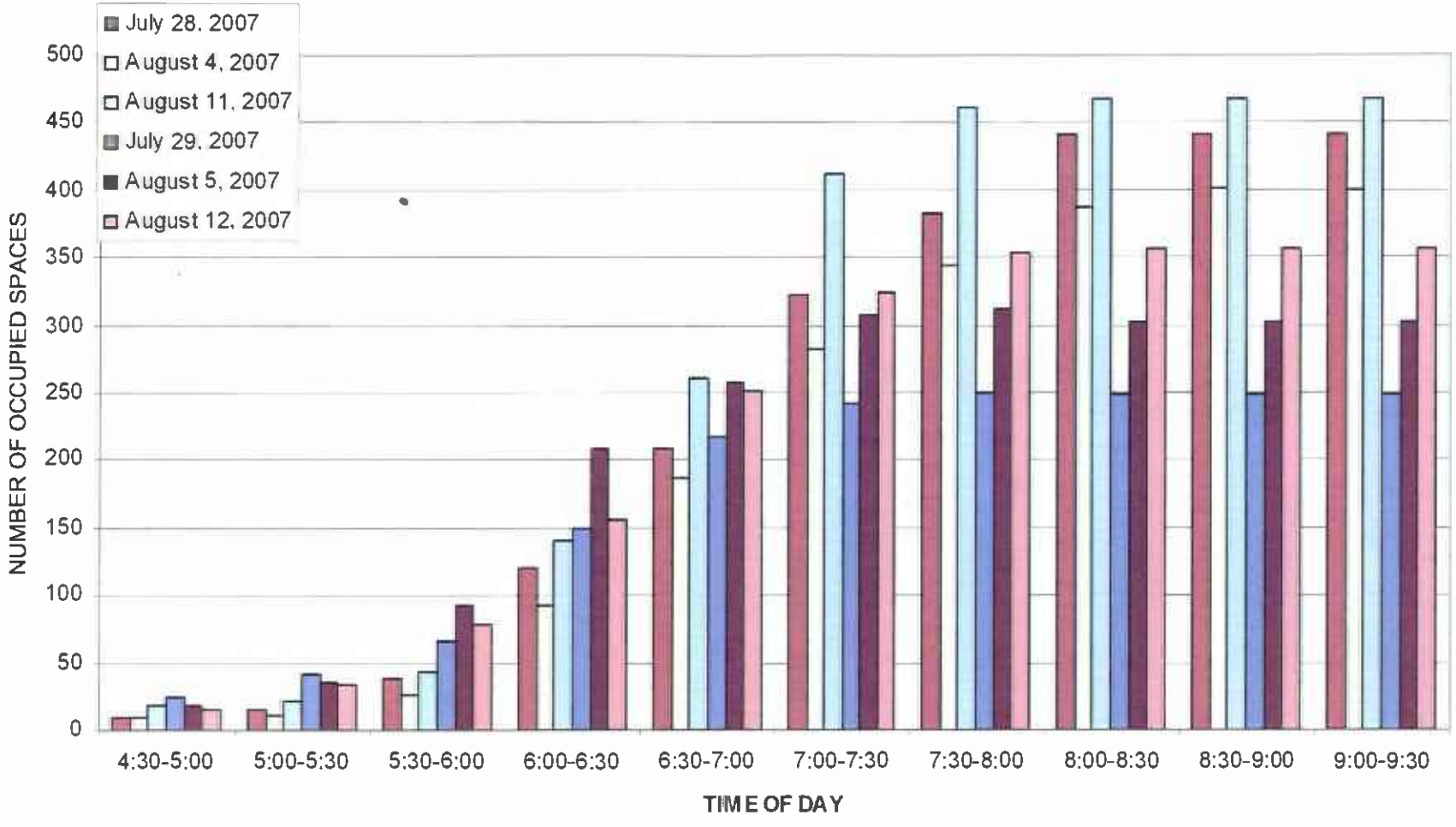

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FIGURE 121
SITE D AND E OCCUPANCY ON OBSERVED SATURDAYS

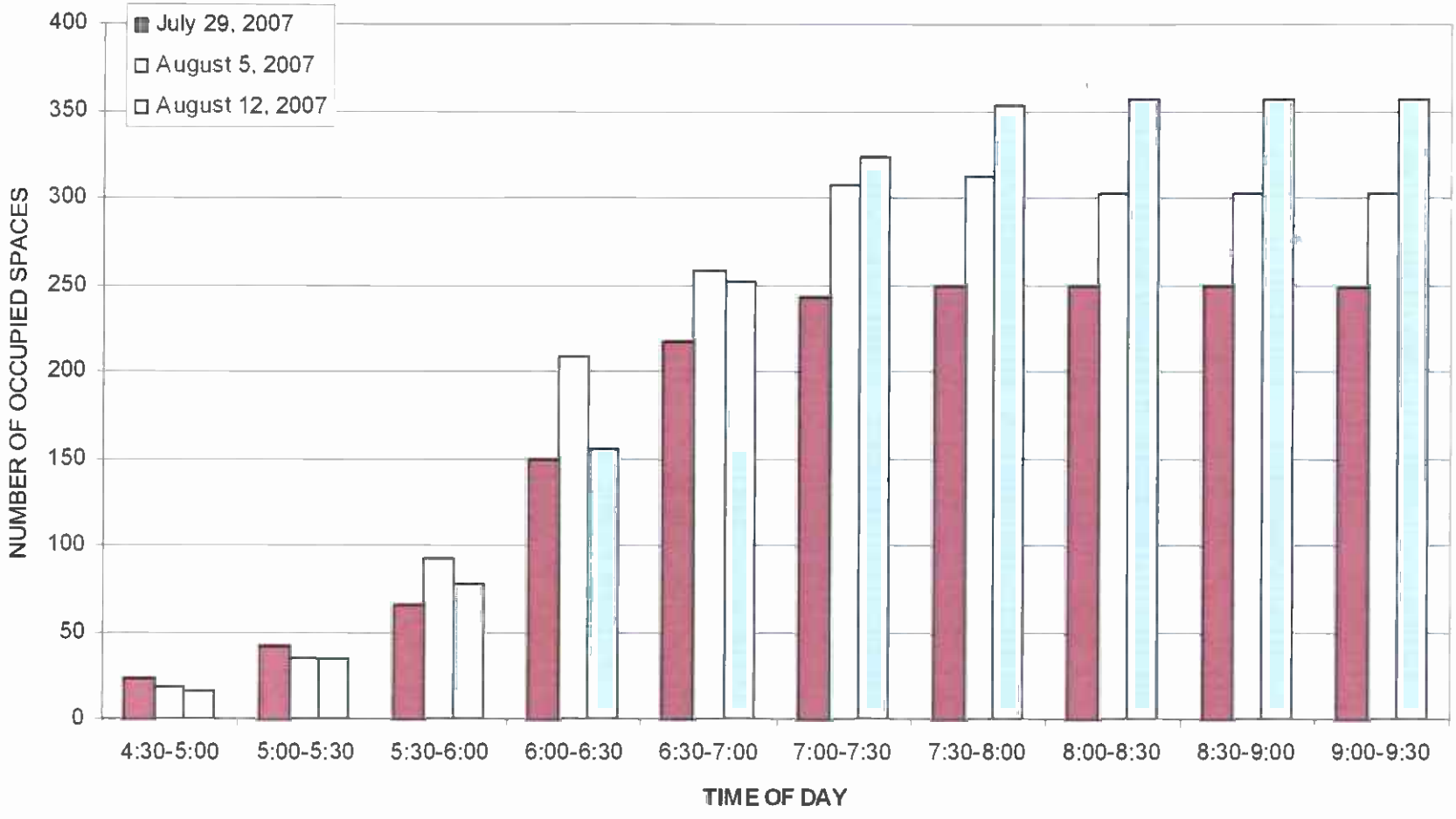

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FIGURE 122
SITE D AND E OCCUPANCY ON OBSERVED SUNDAYS

TABLE 48
PROJECT PARKING SUPPLY

Site	Proposed Supply
PHASE 1 (Year 2011):	
Site A	1,929
Site B (including 800 park & ride spaces)	1,780
SUBTOTAL PHASE 1	3,709
PHASE 2 - Both Options (Year 2015):	
Site C	1,467
TOTAL SUPPLY	**5,176**

TABLE 49
PARKING CODE ANALYSIS - OPTION A

Land Use	Size	Code Requirements [a]	
		Parking Ratio	Parking Spaces
PHASE 1 (Year 2011):			
Studio Office	655,200 sf	2.0 per ksf	1,310
Supporting Retail	17,500 sf	2.0 per ksf	35
Restaurant	7,500 sf	2.0 per ksf	15
Media Production	315,000 sf	2.0 per ksf	630
Live Audience Studios	600 seats	1.0 per 5 fixed seats	120
Campo de Cahuenga Historic Site	-	-	25
Metro Park & Ride	-	-	800
SUBTOTAL PHASE I			2,935
PHASE 2 (Year 2015):			
Studio Office	489,100 sf	2.0 per ksf	978
FULL SITE			**3,913**

Notes:
[1] 1,000 square feet = ksf.
[a] Source: *City of Los Angeles Municipal Code*, City of Los Angeles, Section 12.21A.4(i), 2006.

TABLE 50
PARKING CODE ANALYSIS - OPTION B

Land Use	Size	Code Requirements [a]	
		Parking Ratio	Parking Spaces
PHASE 1 (Year 2011):			
Studio Office	655,200 sf	2.0 per ksf	1,310
Supporting Retail	17,500 sf	2.0 per ksf	35
Restaurant	7,500 sf	2.0 per ksf	15
Media Production	315,000 sf	2.0 per ksf	630
Live Audience Studios	600 seats	1.0 per 5 fixed seats	120
Campo de Cahuenga Historic Site	-	-	25
Metro Park & Ride	-	-	800
SUBTOTAL PHASE I			2,935
PHASE 2 (Year 2015):			
Condominiums	400 Dwelling Units [2]	2.25 per DU	900
Hotel			
First 30 guest rooms	300 Rooms	1.0 per Room	30
Next 30 guest rooms		0.5 per Room	15
Remaining guest rooms		0.3 per Room	80
Restaurant	2,000 sf	2.0 per ksf	4
Conference	8,000 sf	1.0 per 35 sf	229
SUBTOTAL PHASE II			1,258
FULL SITE			**4,193**

Notes:
[1] 1,000 square feet = ksf.
[2] Dwelling Unit = DU.
[a] Source: *City of Los Angeles Municipal Code*, City of Los Angeles, Section 12.21A.4(i), 2006.

TABLE 51
SHARED PARKING DEMAND ANALYSIS - OPTION A (0% TDM)

PEAK MONTH: DECEMBER, PEAK PERIOD: 2 P.M., WEEKDAY																	
Land Use	Project Data	Weekday				Weekend				Weekday			Weekend				
		Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Peak Hour Adj. 2 P.M.	Peak Month Adj. December	Estimated Parking Demand	Peak Hour Adj. 2 P.M.	Peak Month Adj. December	Estimated Parking Demand		
Community Shopping Center (<400 ksf) - Patron	17,500 sf GLA	2.90	1.00	0.50	1.45 per ksf GLA	3.20	1.00	0.50	1.60 per ksf GLA	1.00	1.00	26	1.00	1.00	28		
Employee		0.70	1.00	1.00	0.70 per ksf GLA	0.80	1.00	1.00	0.80 per ksf GLA	1.00	1.00	12	1.00	1.00	14		
Fine/Casual Dining Restaurant - Patron	7,500 sf GLA	15.25	1.00	0.75	11.44 per ksf GLA	17.00	1.00	0.75	12.75 per ksf GLA	0.65	1.00	56	0.45	1.00	43		
Employee		2.75	1.00	1.00	2.75 per ksf GLA	3.00	1.00	1.00	3.00 per ksf GLA	0.90	1.00	19	0.75	1.00	17		
Metro Park & Ride - Patron	1 Lot	800.00	1.00	1.00	800.00 per Lot	800.00	1.00	1.00	800.00 per Lot	1.00	1.00	800	1.00	1.00	800		
Employee		0.00	1.00	1.00	0.00 per Lot	1.00	1.00	1.00	1.00 per Lot	1.00	1.00	0	1.00	1.00	0		
Live Audience Studios - Patron	600 seats	0.30	1.00	1.00	0.30 per seat	0.33	1.00	1.00	0.33 per seat	1.00	1.00	180	1.00	1.00	198		
Employee		0.00	1.00	1.00	0.00 per seat	0.00	1.00	1.00	0.00 per seat	1.00	1.00	0	1.00	1.00	0		
Campo de Cahuenga Historic Site - Patron	1 Lot	25.00	1.00	1.00	25.00 per Lot	25.00	1.00	1.00	25.00 per Lot	1.00	1.00	25	1.00	1.00	25		
Employee		0.00	1.00	1.00	0.00 per Lot	0.00	1.00	1.00	0.00 per Lot	1.00	1.00	0	1.00	1.00	0		
Office >500 ksf - Visitor	1,144,300 sf GLA	0.20	1.00	1.00	0.20 per ksf GLA	0.02	1.00	1.00	0.02 per ksf GLA	1.00	1.00	229	0.60	1.00	14		
Employee		3.00	1.00	1.00	3.00 per ksf GLA	0.30	1.00	1.00	0.30 per ksf GLA	1.00	1.00	3,433	0.60	1.00	206		
Media Production Facility - Visitor	315,000 sf GLA	0.20	1.00	1.00	0.20 per ksf GLA	0.20	1.00	1.00	0.20 per ksf GLA	1.00	1.00	63	1.00	1.00	63		
Employee		2.80	1.00	1.00	2.80 per ksf GLA	1.00	1.00	1.00	1.00 per ksf GLA	1.00	1.00	882	1.00	1.00	315		
Patron/Visitor												1,379			1,171		
Employee												4,346			552		
Reserved												0			0		
TOTAL DEMAND												**5,725**			**1,723**		
PROPOSED SUPPLY												5,176			5,176		
SURPLUS (DEFICIT)												(549)			3,453		
SHARED PARKING REDUCTION												**2%**			**71%**		

Note:
ULI base data have been modified from default values. Based on values predominant in the Project study area, parking ratios of 3.0/ksf for General Office and 2.8/ksf for Production Office have been assumed in the above analysis.

TABLE 52
SHARED PARKING DEMAND ANALYSIS - OPTION B (0% TDM)

PEAK MONTH: MARCH, PEAK PERIOD: 2 P.M., WEEKDAY																	
Land Use	Project Data	Weekday				Weekend				Weekday			Weekend				
		Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Peak Hour Adj. 2 P.M.	Peak Month Adj. March	Estimated Parking Demand	Peak Hour Adj. 2 P.M.	Peak Month Adj. March	Estimated Parking Demand
Community Shopping Center (<400 ksf) - Patron	17,500 sf GLA	2.90	1.00	0.50	1.45 per ksf GLA	3.20	1.00	0.50	1.60 per ksf GLA	0.95	0.64	16	1.00	0.64	18
Employee		0.70	1.00	1.00	0.70 per ksf GLA	0.80	1.00	1.00	0.80 per ksf GLA	1.00	0.80	10	1.00	0.80	11
Fine/Casual Dining Restaurant - Patron	7,500 sf GLA	15.25	1.00	0.75	11.44 per ksf GLA	17.00	1.00	0.75	12.75 per ksf GLA	0.65	0.95	53	0.45	0.95	41
Employee		2.75	1.00	1.00	2.75 per ksf GLA	3.00	1.00	1.00	3.00 per ksf GLA	0.90	1.00	19	0.75	1.00	17
Metro Park & Ride - Patron	1 Lot	800.00	1.00	1.00	800.00 per Lot	800.00	1.00	1.00	800.00 per Lot	1.00	1.00	800	1.00	1.00	800
Employee		0.00	1.00	1.00	0.00 per Lot	1.00	1.00	1.00	1.00 per Lot	1.00	1.00	0	1.00	1.00	0
Live Audience Studios - Patron	600 seats	0.30	1.00	1.00	0.30 per seat	0.33	1.00	1.00	0.33 per seat	1.00	0.90	162	1.00	0.90	178
Employee		0.00	1.00	1.00	0.00 per seat	0.00	1.00	1.00	0.00 per seat	1.00	1.00	0	1.00	1.00	0
Campo de Cahuenga Historic Site - Patron	1 Lot	25.00	1.00	1.00	25.00 per Lot	25.00	1.00	1.00	25.00 per Lot	1.00	1.00	25	1.00	1.00	25
Employee		0.00	1.00	1.00	0.00 per Lot	0.00	1.00	1.00	0.00 per Lot	1.00	1.00	0	1.00	1.00	0
Hotel-Leisure - Patron	300 Rooms	0.90	1.00	1.00	0.90 per Room	1.00	1.00	1.00	1.00 per Room	0.70	1.00	189	0.70	1.00	210
Restaurant/Lounge	2,000 sf GLA	10.00	1.00	1.00	10.00 /ksf GLA	10.00	1.00	1.00	10.00 /ksf GLA	0.33	0.95	6	0.33	0.95	6
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	8,000 sf GLA	30.00	1.00	1.00	30.00 /ksf GLA	30.00	1.00	1.00	30.00 /ksf GLA	0.65	1.00	156	0.65	1.00	156
Employee		0.25	1.00	1.00	0.25 per Room	0.18	1.00	1.00	0.18 per Room	1.00	1.00	76	1.00	1.00	54
Residential, Owned, Shared Spaces	400 DU														
Reserved	2.00 spaces/DU	2.00	1.00	1.00	2.00 per DU	2.00	1.00	1.00	2.00 per DU	1.00	1.00	800	1.00	1.00	800
Guest	0.25 spaces/DU	0.25	1.00	1.00	0.25 per DU	0.25	1.00	1.00	0.00 per DU	0.20	1.00	20	0.20	1.00	20
Office >500 ksf - Visitor	655,200 sf GLA	0.20	1.00	1.00	0.20 per ksf GLA	0.02	1.00	1.00	0.02 per ksf GLA	1.00	1.00	131	0.60	1.00	8
Employee		3.00	1.00	1.00	3.00 per ksf GLA	0.30	1.00	1.00	0.30 per ksf GLA	1.00	1.00	1,966	0.60	1.00	118
Media Production Facility - Visitor	315,000 sf GLA	0.20	1.00	1.00	0.20 per ksf GLA	0.20	1.00	1.00	0.20 per ksf GLA	1.00	1.00	63	1.00	1.00	63
Employee		2.80	1.00	1.00	2.80 per ksf GLA	1.00	1.00	1.00	1.00 per ksf GLA	1.00	1.00	882	1.00	1.00	315
Patron/Visitor												1,621			1,525
Employee												2,953			515
Reserved												800			800
TOTAL DEMAND												**5,374**			**2,840**
PROPOSED SUPPLY												**5,176**			**5,176**
SURPLUS (DEFICIT)												**(198)**			**2,336**
SHARED PARKING REDUCTION												**8%**			**51%**

Note:
ULI base data have been modified from default values. Based on values predominant in the Project study area, parking ratios of 3.0/ksf for General Office and 2.8/ksf for Production Office have been assumed in the above analysis.

TABLE 53
SHARED PARKING DEMAND ANALYSIS - OPTION A (12% TDM)

PEAK MONTH: DECEMBER, PEAK PERIOD: 2 P.M., WEEKDAY

Land Use	Project Data	Weekday				Weekend				Weekday			Weekend		
		Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Peak Hour Adj. 2 P.M.	Peak Month Adj. December	Estimated Parking Demand	Peak Hour Adj. 2 P.M.	Peak Month Adj. December	Estimated Parking Demand
Community Shopping Center (<400 ksf) - Patron	17,500 sf GLA	2.90	0.88	0.50	1.28 per ksf GLA	3.20	0.88	0.50	1.41 per ksf GLA	1.00	1.00	22	1.00	1.00	25
Employee		0.70	0.88	1.00	0.62 per ksf GLA	0.80	0.88	1.00	0.70 per ksf GLA	1.00	1.00	11	1.00	1.00	12
Fine/Casual Dining Restaurant - Patron	7,500 sf GLA	15.25	1.00	0.75	11.44 per ksf GLA	17.00	1.00	0.75	12.75 per ksf GLA	0.65	1.00	56	0.45	1.00	43
Employee		2.75	0.88	1.00	2.42 per ksf GLA	3.00	0.88	1.00	2.64 per ksf GLA	0.90	1.00	17	0.75	1.00	15
Metro Park & Ride - Patron	1 Lot	800.00	1.00	1.00	800.00 per Lot	800.00	1.00	1.00	800.00 per Lot	1.00	1.00	800	1.00	1.00	800
Employee		0.00	1.00	1.00	0.00 per Lot	1.00	1.00	1.00	1.00 per Lot	1.00	1.00	0	1.00	1.00	0
Live Audience Studios - Patron	600 seats	0.30	0.88	1.00	0.26 per seat	0.33	0.88	1.00	0.29 per seat	1.00	1.00	158	1.00	1.00	174
Employee		0.00	0.88	1.00	0.00 per seat	0.00	0.88	1.00	0.00 per seat	1.00	1.00	0	1.00	1.00	0
Campo de Cahuenga Historic Site - Patron	1 Lot	25.00	1.00	1.00	25.00 per Lot	25.00	1.00	1.00	25.00 per Lot	1.00	1.00	25	1.00	1.00	25
Employee		0.00	1.00	1.00	0.00 per Lot	0.00	1.00	1.00	0.00 per Lot	1.00	1.00	0	1.00	1.00	0
Office >500 ksf - Visitor	1,144,300 sf GLA	0.20	1.00	1.00	0.20 per ksf GLA	0.02	1.00	1.00	0.02 per ksf GLA	1.00	1.00	229	0.60	1.00	14
Employee		3.00	0.85	1.00	2.55 per ksf GLA	0.30	0.85	1.00	0.26 per ksf GLA	1.00	1.00	2,918	0.60	1.00	175
Media Production Facility - Visitor	315,000 sf GLA	0.20	1.00	1.00	0.20 per ksf GLA	0.20	1.00	1.00	0.20 per ksf GLA	1.00	1.00	63	1.00	1.00	63
Employee		2.80	0.88	1.00	2.46 per ksf GLA	1.00	0.88	1.00	0.88 per ksf GLA	1.00	1.00	776	1.00	1.00	277
Patron/Visitor												1,353			1,144
Employee												3,722			479
Reserved												0			0
TOTAL DEMAND												**5,075**			**1,623**
PROPOSED SUPPLY												**5,176**			**5,176**
SURPLUS (DEFICIT)												**101**			**3,553**
SHARED PARKING REDUCTION												**13%**			**72%**

Note:
ULI base data have been modified from default values. Based on values predominant in the Project study area, parking ratios of 3.0/ksf for General Office and 2.8/ksf for Production Office have been assumed in the above analysis.

TABLE 54
SHARED PARKING DEMAND ANALYSIS - OPTION B (12% TDM)

PEAK MONTH: MARCH, PEAK PERIOD: 2 P.M., WEEKDAY

Land Use	Project Data	Weekday				Weekend				Weekday			Weekend		
		Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Base Rate	Mode Adj.	Non-Captive Ratio	Project Rate	Peak Hour Adj. 2 P.M.	Peak Month Adj. March	Estimated Parking Demand	Peak Hour Adj. 2 P.M.	Peak Month Adj. March	Estimated Parking Demand
Community Shopping Center (<400 ksf) - Patron	17,500 sf GLA	2.90	0.88	0.50	1.28 per ksf GLA	3.20	0.88	0.50	1.41 per ksf GLA	0.95	0.64	14	1.00	0.64	16
Employee		0.70	0.88	1.00	0.62 per ksf GLA	0.80	0.88	1.00	0.70 per ksf GLA	1.00	0.80	8	1.00	0.80	10
Fine/Casual Dining Restaurant - Patron	7,500 sf GLA	15.25	1.00	0.75	11.44 per ksf GLA	17.00	1.00	0.75	12.75 per ksf GLA	0.65	0.95	53	0.45	0.95	41
Employee		2.75	0.88	1.00	2.42 per ksf GLA	3.00	0.88	1.00	2.64 per ksf GLA	0.90	1.00	17	0.75	1.00	15
Metro Park & Ride - Patron	1 Lot	800.00	1.00	1.00	800.00 per Lot	800.00	1.00	1.00	800.00 per Lot	1.00	1.00	800	1.00	1.00	800
Employee		0.00	1.00	1.00	0.00 per Lot	1.00	1.00	1.00	1.00 per Lot	1.00	1.00	0	1.00	1.00	0
Live Audience Studios - Patron	600 seats	0.30	0.88	1.00	0.26 per seat	0.33	0.88	1.00	0.29 per seat	1.00	0.90	143	1.00	0.90	157
Employee		0.00	0.88	1.00	0.00 per seat	0.00	0.88	1.00	0.00 per seat	1.00	1.00	0	1.00	1.00	0
Campo de Cahuenga Historic Site - Patron	1 Lot	25.00	1.00	1.00	25.00 per Lot	25.00	1.00	1.00	25.00 per Lot	1.00	1.00	25	1.00	1.00	25
Employee		0.00	1.00	1.00	0.00 per Lot	0.00	1.00	1.00	0.00 per Lot	1.00	1.00	0	1.00	1.00	0
Hotel-Leisure - Patron	300 Rooms	0.90	0.88	1.00	0.79 per Room	1.00	0.88	1.00	0.88 per Room	0.70	1.00	166	0.70	1.00	185
Restaurant/Lounge	2,000 sf GLA	10.00	1.00	1.00	10.00 /ksf GLA	10.00	1.00	1.00	10.00 /ksf GLA	0.33	0.95	6	0.33	0.95	6
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	8,000 sf GLA	30.00	1.00	1.00	30.00 /ksf GLA	30.00	1.00	1.00	30.00 /ksf GLA	0.65	1.00	156	0.65	1.00	156
Employee		0.25	0.88	1.00	0.22 per Room	0.18	0.88	1.00	0.16 per Room	1.00	1.00	67	1.00	1.00	48
Residential, Owned, Shared Spaces	400 DU														
Reserved	2.00 spaces/DU	2.00	0.88	1.00	1.76 per DU	2.00	0.88	1.00	1.76 per DU	1.00	1.00	704	1.00	1.00	704
Guest	0.25 spaces/DU	0.25	0.88	1.00	0.22 per DU	0.25	0.88	1.00	0.00 per DU	0.20	1.00	18	0.20	1.00	18
Office >500 ksf - Visitor	655,200 sf GLA	0.20	1.00	1.00	0.20 per ksf GLA	0.02	1.00	1.00	0.02 per ksf GLA	1.00	1.00	131	0.60	1.00	8
Employee		3.00	0.85	1.00	2.55 per ksf GLA	0.30	0.85	1.00	0.26 per ksf GLA	1.00	1.00	1,671	0.60	1.00	100
Media Production Facility - Visitor	315,000 sf GLA	0.20	1.00	1.00	0.20 per ksf GLA	0.20	1.00	1.00	0.20 per ksf GLA	1.00	1.00	63	1.00	1.00	63
Employee		2.80	0.88	1.00	2.46 per ksf GLA	1.00	0.88	1.00	0.88 per ksf GLA	1.00	1.00	776	1.00	1.00	277
Patron/Visitor												1,575			1,475
Employee												2,539			450
Reserved												704			704
TOTAL DEMAND												**4,818**			**2,629**
PROPOSED SUPPLY												**5,176**			**5,176**
SURPLUS (DEFICIT)												**358**			**2,547**
SHARED PARKING REDUCTION												**17%**			**55%**

Note:
ULI base data have been modified from default values. Based on values predominant in the Project study area, parking ratios of 3.0/ksf for General Office and 2.8/ksf for Production Office have been assumed in the above analysis.

TABLE 55
HOLLYWOOD BOWL EVENTS - OBSERVATION DATES AND TIMES

Date	Observation times	Event	Event time
Friday, July 27, 2007	6:00 A.M. to 9:00 P.M.	Gladys Knight	8:30 P.M.
Saturday, July 28, 2007	4:30 P.M. to 9:00 P.M.	Gladys Knight	8:30 P.M.
Sunday, July 29, 2007	4:30 P.M. to 9:00 P.M.	Spirit of Armenia	7:00 P.M.
Tuesday, July 31, 2007	6:00 A.M. to 9:00 P.M.	Los Angeles Philharmonic	8:00 P.M.
Thursday, August 2, 2007	4:30 P.M. to 9:00 P.M.	Los Angeles Philharmonic	8:00 P.M.
Friday, August 3, 2007	6:00 A.M. to 9:00 P.M.	South Pacific	8:30 P.M.
Saturday, August 4, 2007	4:30 P.M. to 9:00 P.M.	South Pacific	8:30 P.M.
Sunday, August 5, 2007	4:30 P.M. to 9:00 P.M.	South Pacific	8:30 P.M.
Wednesday, August 8, 2007	6:00 A.M. to 9:00 P.M.	Benny Carter's 100 Years of Music	8:00 P.M.
Friday, August 10, 2007	6:00 A.M. to 9:00 P.M.	Sgt. Pepper's At 40...a Beatles Celebration	8:30 P.M.
Saturday, August 11, 2007	4:30 P.M. to 9:00 P.M.	Sgt. Pepper's At 40...a Beatles Celebration	8:30 P.M.
Sunday, August 12, 2007	4:30 P.M. to 9:00 P.M.	KCRW's World Festival	7:00 P.M.

XII. PROJECT ALTERNATIVES

This chapter presents the results of the traffic impact analysis of project alternatives for the Project as part of the EIR. Future conditions with and without the alternatives, as well as traffic impacts of the alternatives in relation to those of the Project are discussed in this chapter.

ALTERNATIVES

Six alternatives have been identified for the Project:

1. No Project Alternative
2. Reduced Density Alternative
3. Alternate Design Alternative
4. Reduced Height/Reduced Density Alternative
5. Alternate Use Alternative
6. Pedestrian Tunnel Alternative

A brief description of the above alternatives including their land uses, trip generation estimates, and comparisons to the Project's trip generation is provided in the following sections. Trip generation, distribution, traffic assignment, and traffic impact analysis parameters and assumptions for the alternatives are similar to those outlined for the Project in Chapter IV. A comparative discussion of the alternatives' traffic impacts with those of the Project for the Future with Project and Future with Project with Mitigation scenarios, at full buildout in 2015, is also provided in the subsequent sections of this Chapter. The traffic impact analysis was conducted by applying a ratio (trip generation of alternative to trip generation of the Project) to the incremental V/C attributable to the Project at each analyzed intersection.

The traffic impact analysis was conducted assuming the same mitigation program as outlined for the Project in Chapter V – TDM program, regional and sub-regional highway improvements, and specific intersection improvements.

Tables 56 and 57 summarize the trip generation estimates (12% TDM credit) for all Project alternatives including a comparison to that of the Project, at full buildout in 2015, under Options A and B, respectively. The differences in trip generation estimates of the various alternatives in relation to those of the Project expressed in daily, morning peak hour, and afternoon peak hour as well as in percentages are also shown in Tables 56 and 57. Tables 58 and 59 summarize the intersection impact analysis for each alternative under Options A and B, respectively. Tables 60 and 61 summarize the freeway segment impact analysis based on CMP guidelines for each alternative under Options A and B, respectively. Detailed trip generation calculations for each alternative (for the 0% TDM and the 12% TDM scenarios), intersections and freeway LOS, incremental V/C and impact analysis has been provided for each alternative in Appendix P.

No Project Alternative

The No Project alternative, required for all EIRs, assumes there would be no change to the existing condition and use of the Project Site. CEQA requires that the No Project alternative analysis "*discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the Proposed Project were not approved, based on current plans, and consistent with available infrastructure and community services.*"

The volumes and traffic operating conditions for this alternative are equivalent to the Future without Project conditions in 2015, which includes traffic generated by related projects. Roadway configurations are also assumed to be similar to those in the Future without Project conditions (year 2015).

No further analysis beyond the description of conditions detailed in Chapter III is needed for this alternative. As mentioned in Chapter III, approximately 73% of the intersections during the morning peak hour and 71% of the intersections during the afternoon peak hour are expected to operate at satisfactory LOS (i.e., LOS D or better). This alternative would result in no traffic impacts.

Reduced Density Alternative

Under the Reduced Density alternative, only Phase 1 of the Project would be constructed, while the parameters of the Project would remain the same. This alternative would consist of removal of the existing park & ride and kiss & ride lots and construction of a 655,200 sf, 24-story office building and a 315,000 sf, five story, media production facility with five levels of underground parking totaling 1,929 parking spaces on Site A, along with a parking structure on Site B containing two subterranean levels, and seven levels of aboveground parking totaling 1,780 spaces, including a new Metro Bus Transit Plaza at ground level. Eight hundred parking spaces would be set aside for Metro park & ride within this structure. Up to 25,000 sf of retail uses would be provided, along with pedestrian circulation improvements to facilitate pedestrian movements between the Project uses and the Metro Red Line station. Replacement parking for the existing park & ride lots would be provided at Sites D and E until completion of the replacement Metro park & ride spaces in the Site B parking structure. After completion of construction of the alternative and relocation of Metro Bus operations to Site B, Site C would be converted to a park & ride lot containing 451 spaces.

Trip Generation. As shown in Tables 56 and 57, assuming a 12% TDM credit, the Reduced Density Alternative is expected to generate a net total of 8,476 daily trips on a typical weekday. This alternative generates 32% fewer daily trips than the Project under Option A and 34% less under Option B.

During the morning and afternoon peak hours, this alternative generates 937 and 1,142 trips, respectively. This represents 39% and 33% fewer trips than the Project in the morning and afternoon peak hours, respectively under Option A. Under Option B for the Project, this represents 26% and 24% fewer trips in the morning and afternoon peak hours, respectively.

Intersection Impacts. Tables 58 and 59 summarize the morning and afternoon peak hour traffic impacts at the analyzed intersections attributable to this alternative for the Future with Project Alternative and Future with Project Alternative with Mitigation scenarios.

As shown in Tables 58 and 59, the Reduced Density Alternative is expected to significantly impact 24 intersections in the morning peak hour and 21 intersections in the afternoon peak hour under the Future with Project Alternative scenario as compared to 37 intersections in the morning peak hour and 34 intersections in the afternoon peak hour under the Future with Project scenario under Option A and 33 intersections in the morning peak hour and 29 intersections in the afternoon peak hour under the Future with Project under Option B.

Because of the lower trip generation of this alternative, the improvements proposed for the following intersections in Chapter V for the Project would not be required for this alternative:

1. Colfax Avenue & Ventura Boulevard – under Option A only
11. Vineland Avenue & Moorpark Street
28. Cahuenga Boulevard & SR 134 eastbound ramps – signal controller upgrade, under Option A only
41. Forman Avenue & Riverside Drive
66. Highland Avenue & Franklin Place/Franklin Avenue – under Option A only
79. Pass Avenue & Alameda Avenue
84. Hollywood Way & Alameda Avenue – under Option B only
85. Cordova Street/SR 134 westbound off-ramp & Alameda Avenue

As shown in the tables, after the implementation of the proposed mitigation program, residual significant impacts under this alternative remain at two intersections in the morning peak hour and five intersections in the afternoon peak hour.

Freeway Segment Impacts. Tables 60 and 61 summarize the morning and afternoon peak hour traffic impacts at the analyzed freeway segments attributable to this alternative for the Future with Project Alternative and Future with Project Alternative with Mitigation scenarios.

As shown in Tables 59 and 61, the Reduced Density Alternative is expected to significantly impact one segment in the morning peak hour and three segments in the afternoon peak hour as compared to three segments in the morning peak hour and three segments in the afternoon peak hour under the Future with Project scenario under Option A and one segments in the morning peak hour and three segments in the afternoon peak hour under Option B.

As shown in the tables, after the implementation of the proposed mitigation program, residual significant impacts under this alternative remain at one segment in the afternoon peak hour.

Alternate Design Alternative

Under the Alternative Design Alternative, the same overall square footages and uses would be included in the Project; however, the project design would reflect a different configuration of building heights and a different square footage breakdown between the office and media production facility on Site A. Under this Alternative, in Phase 1, the height of the office building on Site A would be reduced and the square footage would instead be located within the media production facility building. Because of site constraints, the footprints of the respective buildings would remain the same as under the Project. The resulting buildings on Site A under this alternative would include an 18-story, 491,400 sf office building, eight-story, 478,800 sf media production and office building, and 25,000 sf of supporting retail. The Alternative would include the Metro Bus Transit Plaza and 800 park & ride spaces within the Site B Garage. Sites D and E would be used to provide replacement park & ride spaces in Phase 1, same as under the Project.

In Phase 2, reduced building heights could be offset by increased building footprint, resulting in buildings of lower height, but greater footprint. Under Phase 2 Option A of this alternative, the office portion of the building would be reduced from 18 to 12 stories, which would represent a 50% increase in the building footprint (40,800 sf per floor vs. 27,200 sf under the Project) for the 489,100 sf of office use. The required number of above ground parking levels would remain at six, since the parking footprint already occupies the majority of the site, resulting in a total building height of 18 stories under Option A of this alternative. For Phase 2, Option B of this alternative, the hotel/residential component of the building would be reduced from 28 to 19

stories, which would represent a 48% increase in building footprint. Coupled with the six required above ground parking levels, a total building height of 25 stories would result under Option B of this alternative.

Trip Generation. As shown in Tables 56 and 57, assuming a 12% TDM credit, the Alternate Design Alternative is expected to generate a net total of 12,815 and 13,248 daily trips on a typical weekday under Option A and B, respectively. This alternative generates 3% more daily trips than the Project under both options.

During the morning and afternoon peak hours, this alternative generates 1,467 and 1,624 trips, respectively, at full buildout under Option A. This represents 4% fewer trips than the Project in both the morning and afternoon peak hours, respectively under Option A. At full buildout under Option B, this alternative generates 1,211 and 1,420 trips, respectively. This represents 5% fewer trips in both the morning and afternoon peak hours, respectively than the Project.

Intersection Impacts. Tables 58 and 59 summarize the morning and afternoon peak hour traffic impacts at the analyzed intersections attributable to this alternative for the Future with Project Alternative and Future with Project Alternative with Mitigation scenarios.

As shown in Table 57, the Alternate Design Alternative is expected to significantly impact 37 intersections in the morning peak hour and 32 intersections in the afternoon peak hour under the Future with Project Alternative scenario as compared to 37 intersections in the morning peak hour and 34 intersections in the afternoon peak hour under the Future with Project scenario under Option A. As shown in Table 58, the Alternate Design Alternative is expected to significantly impact 32 intersections in the morning peak hour and 28 intersections in the afternoon peak hour under the Future with Project Alternative scenario as compared to 33 intersections in the morning peak hour and 29 intersections in the afternoon peak hour under the Future with Project scenario under Option B.

Because of the comparable trip generation of this alternative, all of the improvements proposed for the Project in Chapter V would be required for this alternative under both development options for Phase 2.

As shown in the tables, after the implementation of the proposed mitigation program, residual significant impacts under this alternative remain at four intersections in the morning peak hour and seven intersections in the afternoon peak hour under Option A, and four intersections in the morning peak hour and five intersections in the afternoon peak hour under Option B.

Freeway Segment Impacts. Tables 60 and 61 summarize the morning and afternoon peak hour traffic impacts at the analyzed freeway segments attributable to this alternative for the Future with Project Alternative and Future with Project Alternative with Mitigation scenarios.

As shown in Table 60, the Alternate Design Alternative is expected to significantly impact two segments in the morning peak hour and three segments in the afternoon peak hour under Option A. As shown in Table 61, similar to the Project, the Alternate Design Alternative is expected to significantly impact two segments in the morning peak hour and three segments in the afternoon peak hour under Option B.

As shown in the tables, similar to the Project, after the implementation of the proposed mitigation program, residual significant impacts under this alternative remain at three segments in the morning peak hour and three segments in the afternoon peak hour under Option A, and two segments in the morning peak hour and three segments in the afternoon peak hour under Option B.

Reduced Height/Reduced Density Alternative

Under the Reduced Height/Reduced Density Alternative, both height and density of buildings would be reduced by approximately 25% compared to the Project. Under this Alternative, Phase 1 would include a 491,000 sf, 18-story office building and 236,000 sf, four-story media production facility on Site A. The media production facility would accommodate two live stages under the alternative, compared to three under the Project. Retail uses located between Sites A and B would remain at 25,000 sf under this Alternative. Pedestrian circulation improvements between Sites A and B and the Metro Red Line station portal would be the same as the Project under this alternative. Underground parking on Site A would be reduced to four levels and 1,447 spaces, while the Site B parking garage would be reduced to 1,554 spaces,

consisting of 800 Metro park & ride spaces, 25 spaces for Campo de Cahuenga and 729 spaces to serve the proposed development. While the parking garage would be reduced from seven to five stories above ground under this alternative, it would include the Metro Bus Transit Plaza at ground level and two subterranean stories. Sites D and E would be utilized for replacement park & ride spaces in Phase 1, the same as under the Project. In Phase 2 Option A, this alternative would provide for a 17-story, 367,000 sf building, including 14 stories of office use over three levels of above ground and two levels of below ground parking containing a total of 1,101 parking spaces. In Phase 2 Option B, the Alternative would provide for a hotel/residential building containing 225 hotel rooms and 300 residential units in a 21-story building, including 18 stories of hotel and residential uses over three levels of above ground parking and two levels of below ground parking containing a total of 1,101 spaces.

Trip Generation. As shown in Tables 56 and 57, assuming a 12% TDM credit, the Reduced Height/Reduced Density Alternative is expected to generate a net total of 10,028 and 10,146 daily trips on a typical weekday under Option A and B, respectively. This alternative generates 20% less daily trips than the Project under Option A and 21% less under Option B.

During the morning and afternoon peak hours, this alternative generates 1,206 and 1,368 trips, respectively, at full buildout under Option A. This represents 21% and 19% less trips than the Project in the morning and afternoon peak hours, respectively under Option A. At full buildout under Option B, this alternative generates 987 and 1,214 trips, respectively. Under Option B for the Project, this represents 22% and 20% fewer trips in the morning and afternoon peak hours, respectively.

Intersection Impacts. Tables 58 and 59 summarize the morning and afternoon peak hour traffic impacts at the analyzed intersections attributable to this alternative for the Future with Project Alternative and Future with Project Alternative with Mitigation scenarios.

As shown in Table 57, the Reduced Height/Reduced Density Alternative is expected to significantly impact 27 intersections in the morning peak hour and 25 intersections in the afternoon peak hour under the Future with Project Alternative scenario as compared to 37 intersections in the morning peak hour and 34 intersections in the afternoon peak hour under

the Future with Project scenario under Option A. As shown in Table 58, the Reduced Height/Reduced Density Alternative is expected to significantly impact 28 intersections in the morning peak hour and 25 intersections in the afternoon peak hour under the Future with Project Alternative scenario as compared to 33 intersections in the morning peak hour and 29 intersections in the afternoon peak hour under the Future with Project scenario under Option B.

Because of the lower trip generation of this alternative, the improvements proposed for the following intersections in Chapter V for the Project would not be required for this alternative:

28. Cahuenga Boulevard & SR 134 eastbound ramps – signal controller upgrade, under Option A only
66. Highland Avenue & Franklin Place/Franklin Avenue – under Option A only
79. Pass Avenue & Alameda Avenue – under Option A only
84. Hollywood Way & Alameda Avenue – under Option B only

As shown in the tables, after the implementation of the proposed mitigation program, residual significant impacts under this alternative remain at three intersections in the morning peak hour and six intersections in the afternoon peak hour under Option A, and five intersections in the morning peak hour and four intersections in the afternoon peak hour under Option B.

Freeway Segment Impacts. Tables 60 and 61 summarize the morning and afternoon peak hour traffic impacts at the analyzed freeway segments attributable to this alternative for the Future with Project Alternative and Future with Project Alternative with Mitigation scenarios.

As shown in Tables 59 and 61, the Reduced Height/Reduced Density Alternative is expected to significantly impact two segments in the morning peak hour and three segments in the afternoon peak hour as compared to three segments in the morning peak hour and three segments in the afternoon peak hour under the Future with Project scenario under Option A. Under Option B, the Reduced Height/Reduced Density Alternative is expected to significantly impact no segments in the morning peak hour and one segment in the afternoon peak hour as compared to two segments in the morning peak hour and three segments in the afternoon peak hour.

As shown in the tables, after the implementation of the proposed mitigation program, residual significant impacts under this alternative remain at two segments in the morning peak hour and three segments in the afternoon peak hour under Option A, and one segment in the afternoon peak hour under Option B.

Alternate Use Alternative

Under the Alternate Use Alternative, the Project Site would be developed for a different purpose than would be associated with the Project. Under this Alternative, the Project Site would be developed with uses that would be consistent with a tourist-oriented destination that is complementary to the neighboring Universal Studios Hollywood and Universal CityWalk uses located within the Universal Studios property, across Lankershim Boulevard from the Project Site. Development would consist of a combination of hotel rooms, residential condominium and apartment units, along with entertainment retail uses. The mix of uses and development density under this Alternative would be similar to the development approved at the Hollywood & Vine Metro Red Line station that is presently under construction. Under this Alternative, in Phase 1, Site A would be developed with a residential building containing 850 apartments and 260 condominium units with ancillary uses and amenities, and a two-story, 148,000 sf entertainment retail center adjacent to the building, containing 119,000 sf of retail uses and 29,000 sf of restaurant uses. Approximately 2,650 parking spaces would be provided to serve this development, with approximately 1,900 spaces serving the residential uses located in a subterranean structure below the residential building. The Site B parking structure would include 800 Metro park & ride spaces, 25 spaces for the Campo de Cahuenga historic site, and the remaining 750 spaces to serve the proposed development, along with the Metro Bus Transit Plaza. Under this Alternative, the Site B parking structure would consist of two below ground levels, the Metro Bus Transit Plaza, and seven above ground parking levels. Sites D and E would be utilized for replacement park & ride spaces in Phase 1, same as under the Project. In Phase 2, Site C would be developed with a hotel containing 1,100 rooms with amenities and ancillary uses in an 18-story building over six levels of above ground parking, and two levels of subterranean parking. The Site C parking structure would provide 1,040 spaces to serve the development under this Alterative.

Trip Generation. As shown in Tables 56 and 57, assuming a 12% TDM credit, the Alternate Use Alternative is expected to generate a net total of 23,076 daily trips on a typical weekday. This alternative generates 72% more daily trips than the Project under Option A and 66% more under Option B.

During the morning and afternoon peak hours, this alternative generates 1,695 and 1,863 trips, respectively. This represents 2% fewer and 7% more trips than the Project in the morning and afternoon peak hours, respectively under Option A. Under Option B for the Project, this represents 18% and 20% more trips than the Project in the morning and afternoon peak hours, respectively.

Intersection Impacts. Tables 58 and 59 summarize the morning and afternoon peak hour traffic impacts at the analyzed intersections attributable to this alternative for the Future with Project Alternative and Future with Project Alternative with Mitigation scenarios.

As shown in Tables 58 and 59, the Alternate Use Alternative is expected to significantly impact 37 intersections in the morning peak hour and 40 intersections in the afternoon peak hour under the Future with Project Alternative scenario as compared to 37 intersections in the morning peak hour and 34 intersections in the afternoon peak hour under the Future with Project scenario under Option A and 33 intersections in the morning peak hour and 29 intersections in the afternoon peak hour under the Future with Project under Option B.

Because of the higher trip generation of this alternative, all of the improvements proposed for the Project in Chapter V would be required for this alternative under both development options for Phase 2.

As shown in the tables, after the implementation of the proposed mitigation program, residual significant impacts under this alternative remain at seven intersections in the morning peak hour and 16 intersections in the afternoon peak hour.

Freeway Segment Impacts. Tables 60 and 61 summarize the morning and afternoon peak hour traffic impacts at the analyzed freeway segments attributable to this alternative for the Future with Project Alternative and Future with Project Alternative with Mitigation scenarios.

As shown in Tables 60 and 61, the Alternate Use Alternative is expected to significantly impact two segments in the morning peak hour and four segments in the afternoon peak hour as compared to three segments in the morning peak hour and three segments in the afternoon peak hour under the Future with Project scenario under Option A and two segments in the morning peak hour and three segments in the afternoon peak hour under Option B.

As shown in the tables, after the implementation of the proposed mitigation program, residual significant impacts under this alternative remain at three segments in the morning peak hour and three segments in the afternoon peak hour.

Pedestrian Tunnel Alternative

Under the Pedestrian Tunnel Alternative, the development parameters would remain the same as the Project for both Phases 1 and 2. However, instead of the pedestrian bridge that would be constructed over Lankershim Boulevard to provide a pedestrian connection between Site C and the 10 Universal City Plaza building, a tunnel would be constructed under Lankershim Boulevard to provide this connection. All other aspects of the Project would remain the same under this alternative.

The volumes and traffic operating conditions for this alternative are equivalent to the 2015 Future with Project and Future with Project with Mitigation conditions, under both Options A and B. This alternative is considered to be 'equally effective' from a traffic standpoint.

Trip Generation. Similar to the Project, accounting for a 12% TDM credit, the alternative, at full buildout, is expected to generate a net increase of approximately 12,462 daily trips, including 1,589 trips during the morning peak hour and 1,869 trips during the afternoon peak hour under Option A. Under Option B, the alternative, at full buildout, is expected to generate a net increase of approximately 12,894 daily trips, including 1,333 trips during the morning peak hour and 1,685 trips during the afternoon peak hour.

Intersection Impacts. The construction of a tunnel connecting the Metro Red Line station to the southeast corner of Lankershim Boulevard/Campo de Cahuenga Way could theoretically

result in fewer pedestrians crossing the at-grade crosswalk on the north leg of this intersection. However, the potential reduction in pedestrian crossings is not enough to change the Phase 2 mitigation called for in the Project mitigation program for the intersection of Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive. While the tunnel may have some beneficial visual advantages over the pedestrian bridge, from a traffic impact standpoint they are very similar.

No further analysis beyond the intersection impact analysis detailed in Chapters IV and V is needed for this alternative. Similar to the Project, this alternative would significantly impact 37 intersections in the morning peak hour and 34 intersections in the afternoon peak hour under the Future with Project scenario under Option A and 33 intersections in the morning peak hour and 29 intersections in the afternoon peak hour under the Future with Project under Option B.

After the implementation of the proposed mitigation program, similar to the Project, residual significant impacts under this alternative remain at four intersections in the morning peak hour and eight intersections in the afternoon peak hour under Option A and at five intersections in the morning peak hour and six intersections in the afternoon peak hour under Option B.

Freeway Segment Impacts. No further analysis beyond the freeway segment impact analysis detailed in Chapters IV and VI is needed for this alternative. Like the Project, this alternative is expected to significantly impact three segments in the morning peak hour and three segments in the afternoon peak hour under the Future with Project scenario under Option A and two segments in the morning peak hour and three segments in the afternoon peak hour under Option B.

As shown in the tables, after the implementation of the proposed mitigation program, residual significant impacts under this alternative remain at three segments in the morning peak hour and three segments in the afternoon peak hour under Option A and at two segments in the morning peak hour and three segments in the afternoon peak hour under Option B.

TABLE 56
PROJECT ALTERNATIVES - TRIP GENERATION ANALYSIS
OPTION A

TRIP GENERATION ANALYSIS (0% TDM)

Proposed Land Use		Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Project	*Trip Generation*	**14,161**	**1,468**	**265**	**1,733**	**357**	**1,568**	**1,925**
No Project Alternative	*Trip Generation*	0	0	0	0	0	0	0
	Difference from Project	(14,161)	(1,468)	(265)	(1,733)	(357)	(1,568)	(1,925)
	% Difference from Project	-100%	-100%	-100%	-100%	-100%	-100%	-100%
Reduced Density Alternative	*Trip Generation*	9,632	880	185	1,065	250	1,048	1,298
	Difference from Project	(4,529)	(588)	(80)	(668)	(107)	(520)	(627)
	% Difference from Project	-32%	-40%	-30%	-39%	-30%	-33%	-33%
Alternate Design Alternative	*Trip Generation*	14,563	1,382	285	1,667	373	1,472	1,845
	Difference from Project	402	(86)	20	(66)	16	(96)	(80)
	% Difference from Project	3%	-6%	8%	-4%	4%	-6%	-4%
Reduced Height/Reduced Density Alternative	*Trip Generation*	11,395	1,162	208	1,370	280	1,275	1,555
	Difference from Project	(2,766)	(306)	(57)	(363)	(77)	(293)	(370)
	% Difference from Project	-20%	-21%	-22%	-21%	-22%	-19%	-19%
Alternate Use Alternative	*Trip Generation*	24,312	760	946	1,706	1,153	909	2,062
	Difference from Project	10,151	(708)	681	(27)	796	(659)	137
	% Difference from Project	72%	-48%	257%	-2%	223%	-42%	7%
Pedestrian Tunnel Alternative	*Trip Generation*	14,161	1,468	265	1,733	357	1,568	1,925
	Difference from Project	0	0	0	0	0	0	0
	% Difference from Project	0%	0%	0%	0%	0%	0%	0%

TRIP GENERATION ANALYSIS (12% TDM)

Proposed Land Use		Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Project	*Trip Generation*	**12,462**	**1,292**	**233**	**1,525**	**314**	**1,380**	**1,694**
No Project Alternative	*Trip Generation*	0	0	0	0	0	0	0
	Difference from Project	(12,462)	(1,292)	(233)	(1,525)	(314)	(1,380)	(1,694)
	% Difference from Project	-100%	-100%	-100%	-100%	-100%	-100%	-100%
Reduced Density Alternative	*Trip Generation*	8,476	774	163	937	220	922	1,142
	Difference from Project	(3,986)	(518)	(70)	(588)	(94)	(458)	(552)
	% Difference from Project	-32%	-40%	-30%	-39%	-30%	-33%	-33%
Alternate Design Alternative	*Trip Generation*	12,815	1,216	251	1,467	328	1,295	1,624
	Difference from Project	353	(76)	18	(58)	14	(85)	(70)
	% Difference from Project	3%	-6%	8%	-4%	4%	-6%	-4%
Reduced Height/Reduced Density Alternative	*Trip Generation*	10,028	1,023	183	1,206	246	1,122	1,368
	Difference from Project	(2,434)	(269)	(50)	(319)	(68)	(258)	(326)
	% Difference from Project	-20%	-21%	-21%	-21%	-22%	-19%	-19%
Alternate Use Alternative	*Trip Generation*	21,395	669	832	1,501	1,015	800	1,815
	Difference from Project	8,933	(623)	599	(24)	701	(580)	121
	% Difference from Project	72%	-48%	257%	-2%	223%	-42%	7%
Pedestrian Tunnel Alternative	*Trip Generation*	12,462	1,292	233	1,525	314	1,380	1,694
	Difference from Project	0	0	0	0	0	0	0
	% Difference from Project	0%	0%	0%	0%	0%	0%	0%

TABLE 57
PROJECT ALTERNATIVES - TRIP GENERATION ANALYSIS
OPTION B

TRIP GENERATION ANALYSIS (0% TDM)

Proposed Land Use		Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Project	*Trip Generation*	**14,652**	**1,027**	**415**	**1,442**	**492**	**1,224**	**1,716**
No Project Alternative	*Trip Generation*	0	0	0	0	0	0	0
	Difference from Project	(14,652)	(1,027)	(415)	(1,442)	(492)	(1,224)	(1,716)
	% Difference from Project	-100%	-100%	-100%	-100%	-100%	-100%	-100%
Reduced Density Alternative	*Trip Generation*	9,632	880	185	1,065	250	1,048	1,298
	Difference from Project	(5,020)	(147)	(230)	(377)	(242)	(176)	(418)
	% Difference from Project	-34%	-14%	-55%	-26%	-49%	-14%	-24%
Alternate Design Alternative	*Trip Generation*	15,054	941	435	1,376	508	1,128	1,636
	Difference from Project	402	(86)	20	(66)	16	(96)	(80)
	% Difference from Project	3%	-8%	5%	-5%	3%	-8%	-5%
Reduced Height/Reduced Density Alternative	*Trip Generation*	11,529	805	317	1,122	379	1,000	1,379
	Difference from Project	(3,123)	(222)	(98)	(320)	(113)	(224)	(337)
	% Difference from Project	-21%	-22%	-24%	-22%	-23%	-18%	-20%
Alternate Use Alternative	*Trip Generation*	24,312	760	946	1,706	1,153	909	2,062
	Difference from Project	9,660	(267)	531	264	661	(315)	346
	% Difference from Project	66%	-26%	128%	18%	134%	-26%	20%
Pedestrian Tunnel Alternative	*Trip Generation*	14,652	1,027	415	1,442	492	1,224	1,716
	Difference from Project	0	0	0	0	0	0	0
	% Difference from Project	0%	0%	0%	0%	0%	0%	0%

TRIP GENERATION ANALYSIS (12% TDM)

Proposed Land Use		Daily	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Project	*Trip Generation*	**12,894**	**904**	**365**	**1,269**	**433**	**1,077**	**1,510**
No Project Alternative	*Trip Generation*	0	0	0	0	0	0	0
	Difference from Project	(12,894)	(904)	(365)	(1,269)	(433)	(1,077)	(1,510)
	% Difference from Project	-100%	-100%	-100%	-100%	-100%	-100%	-100%
Reduced Density Alternative	*Trip Generation*	8,476	774	163	937	220	922	1,142
	Difference from Project	(4,418)	(130)	(202)	(332)	(213)	(155)	(368)
	% Difference from Project	-34%	-14%	-55%	-26%	-49%	-14%	-24%
Alternate Design Alternative	*Trip Generation*	13,248	828	383	1,211	447	993	1,440
	Difference from Project	354	(76)	18	(58)	14	(84)	(70)
	% Difference from Project	3%	-8%	5%	-5%	3%	-8%	-5%
Reduced Height/Reduced Density Alternative	*Trip Generation*	10,146	708	279	987	334	880	1,214
	Difference from Project	(2,748)	(196)	(86)	(282)	(99)	(197)	(296)
	% Difference from Project	-21%	-22%	-24%	-22%	-23%	-18%	-20%
Alternate Use Alternative	*Trip Generation*	21,395	669	832	1,501	1,015	800	1,815
	Difference from Project	8,501	(235)	467	232	582	(277)	305
	% Difference from Project	66%	-26%	128%	18%	134%	-26%	20%
Pedestrian Tunnel Alternative	*Trip Generation*	12,894	904	365	1,269	433	1,077	1,510
	Difference from Project	0	0	0	0	0	0	0
	% Difference from Project	0%	0%	0%	0%	0%	0%	0%

TABLE 58
PROJECT ALTERNATIVES - INTERSECTION IMPACT ANALYSIS
OPTION A

Alternative		Project	No Project Alternative	Reduced Density Alternative	Alternate Design Alternative	Reduced Height/Reduced Density Alternative	Alternate Use Alternative	Pedestrian Tunnel Alternative
Trip Generation (0% TDM)	*A.M. Peak Hour*	1,733	0	1,065	1,667	1,370	1,706	1,733
	P.M. Peak Hour	1,925	0	1,298	1,845	1,555	2,062	1,925
Significantly Impacted Intersections	*A.M. Peak Hour*	37	0	24	37	27	37	37
	P.M. Peak Hour	34	0	21	32	25	40	34
Mitigations								
TDM		X	X	X	X	X	X	X
Freeway Interchange and Corridor Improvements		X	X	X	X	X	X	X
Transit Mitigation		X	X	X	X	X	X	X
Specific Intersection Improvements								
Intersection 11	*Signal*	X			X	X	X	X
Intersection 19	*Physical*	X		X	X	X	X	X
Intersection 24	*Physical*	X		X	X	X	X	X
Intersection 26	*Signal*	X		X	X	X	X	X
Intersection 28	*Physical*	X		X	X	X	X	X
	Signal	X			X		X	X
Intersection 29	*Physical*	X		X	X	X	X	X
	Signal	X		X	X	X	X	X
Intersection 30	*Signal*	X		X	X	X	X	X
Intersection 32	*Signal*	X		X	X	X	X	X
Intersection 40	*Physical*	X		X	X	X	X	X
	Signal	X		X	X	X	X	X
Intersection 41	*Physical*	X			X	X	X	X
	Signal	X			X	X	X	X
Intersection 47	*Physical*	X		X	X	X	X	X
Intersection 50	*Signal*						X	
Intersection 66	*Signal*	X			X		X	X
Intersection 72	*Signal*	X		X	X	X	X	X
Intersection 79	*Signal*	X			X		X	X
Intersection 84	*Signal*						X	
Intersection 85	*Signal*	X			X	X	X	X
Intersection 153	*Signal*	X		X	X	X	X	X
Residual Significantly Impacted Intersections	*A.M. Peak Hour*	4	0	2	4	3	7	4
	P.M. Peak Hour	8	0	5	7	6	16	8

TABLE 59
PROJECT ALTERNATIVES - INTERSECTION IMPACT ANALYSIS
OPTION B

Alternative		Project	No Project Alternative	Reduced Density Alternative	Alternate Design Alternative	Reduced Height/Reduced Density Alternative	Alternate Use Alternative	Pedestrian Tunnel Alternative
Trip Generation (0% TDM)	*A.M. Peak Hour*	1,442	0	1,065	1,376	1,122	1,706	1,442
	P.M. Peak Hour	1,716	0	1,298	1,636	1,379	2,062	1,716
Significantly Impacted Intersections	*A.M. Peak Hour*	33	0	24	32	28	37	33
	P.M. Peak Hour	29	0	21	28	25	40	29
Mitigations								
TDM		X	X	X	X	X	X	X
Freeway Interchange and Corridor Improvements		X	X	X	X	X	X	X
Transit Mitigation		X	X	X	X	X	X	X
Specific Intersection Improvements								
Intersection 11	*Signal*	X			X	X	X	X
Intersection 19	*Physical*	X		X	X	X	X	X
Intersection 24	*Physical*	X		X	X	X	X	X
Intersection 26	*Signal*	X		X	X	X	X	X
Intersection 28	*Physical*	X		X	X	X	X	X
	Signal	X					X	
Intersection 29	*Physical*	X		X	X	X	X	X
	Signal	X		X	X	X	X	X
Intersection 30	*Signal*	X		X	X	X	X	X
Intersection 32	*Signal*	X		X	X	X	X	X
Intersection 40	*Physical*	X		X	X	X	X	X
	Signal	X		X	X	X	X	X
Intersection 41	*Physical*	X			X	X	X	X
	Signal	X			X	X	X	X
Intersection 47	*Physical*	X		X	X	X	X	X
Intersection 50	*Signal*	X			X	X	X	X
Intersection 66	*Signal*						X	
Intersection 72	*Signal*	X		X	X	X	X	X
Intersection 79	*Signal*	X			X	X	X	X
Intersection 84	*Signal*	X			X		X	X
Intersection 85	*Signal*	X			X	X	X	X
Intersection 153	*Signal*	X		X	X	X	X	X
Residual Significantly Impacted Intersections	*A.M. Peak Hour*	5	0	2	4	5	7	5
	P.M. Peak Hour	6	0	5	5	4	16	6

TABLE 60
PROJECT ALTERNATIVES - FREEWAY SEGMENT IMPACT ANALYSIS
OPTION A

Alternative		Project	No Project Alternative	Reduced Density Alternative	Alternate Design Alternative	Reduced Height/Reduced Density Alternative	Alternate Use Alternative	Pedestrian Tunnel Alternative
Trip Generation (0% TDM)	*A.M. Peak Hour*	1,733	0	1,065	1,667	1,370	1,706	1,733
	P.M. Peak Hour	1,925	0	1,298	1,845	1,555	2,062	1,925
Significantly Impacted Segments	*A.M. Peak Hour*	3	0	1	2	2	2	3
	P.M. Peak Hour	3	0	3	3	3	3	3
TDM		X	X	X	X	X	X	X
Freeway Interchange and Corridor Improvements		X	X	X	X	X	X	X
Residual Significantly Impacted Segments	*A.M. Peak Hour*	3	0	0	3	3	3	3
	P.M. Peak Hour	3	0	1	3	3	3	3

TABLE 61
PROJECT ALTERNATIVES - FREEWAY SEGMENT IMPACT ANALYSIS
OPTION B

Alternative		Project	No Project Alternative	Reduced Density Alternative	Alternate Design Alternative	Reduced Height/Reduced Density Alternative	Alternate Use Alternative	Pedestrian Tunnel Alternative
Trip Generation (0% TDM)	*A.M. Peak Hour*	1,442	0	1,065	1,376	1,122	1,706	1,442
	P.M. Peak Hour	1,716	0	1,298	1,636	1,379	2,062	1,716
Significantly Impacted Segments	*A.M. Peak Hour*	2	0	1	2	0	2	2
	P.M. Peak Hour	3	0	3	3	1	3	3
TDM		X	X	X	X	X	X	X
Freeway Interchange and Corridor Improvements		X	X	X	X	X	X	X
Residual Significantly Impacted Segments	*A.M. Peak Hour*	2	0	0	2	1	3	2
	P.M. Peak Hour	3	0	1	3	1	3	3

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APPENDICES

UNDER SEPARATE COVER