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Ref: 70911-0001

January 28, 2010

VIA E-MAIL

Los Angeles City Council
200 N. Spring Street
City Hall, Room 395
Los Angeles, CA 90012

Re: Council File 10-0017-S1
Opposition to Appeal of Mitigated Negative Declaration
11933 Magnolia Boulevard
DIR-2008-1178-DB-SPP
ENV-2008-1179-MND

Dear President Garcetti and Honorable Members of the City Council:

This firm represents First Regional Bank ("First Regional"), the current owner of the property located at 11933 Magnolia Boulevard (the "Property"), in the matter of the approved entitlements referenced above. We appeared on behalf of First Regional in opposition to the appeals of the approval of Mitigated Negative Declaration ENV-2008-1179-MND (the "MND") at the Planning and Land Use Management ("PLUM") committee meetings on January 19 and January 26, 2010.

The appellants in this case, relying on a purported expert opinion critiquing the approved traffic study, have argued that the preparation of an Environmental Impact Report ("EIR"), rather than an MND, is required based on the "fair argument" test. This opinion is set forth in the December 3, 2009 letter from Tom Brohard and Associates ("Brohard") to Mr. Cary Brazeman of LA Neighbors United (the "Brohard Letter").

I. The Appellant Have Failed to Satisfy the "Fair Argument" Standard

The City Attorney's representation at the June 26 PLUM hearing that the MND is vulnerable to legal challenge based on the fair argument standard is completely erroneous. An EIR is not required because the appellants have failed to provide a single bit of factual evidence to support their argument. The California Environmental Quality Act ("CEQA") provides that only when viewed in light of the whole record, there is *substantial evidence* supporting a fair argument that a project may have a significant effect on the environment, an EIR should be prepared. CEQA Guidelines Section 15064 (a)1. The appearance of "battling experts" does not, in and of itself, warrant the preparation of an EIR. Rather than providing substantial evidence, in the form of an alternate empirical analysis based on facts or any other means, the appellants in this case have merely offered a limited critique consisting of misleading and unsupported arguments, speculation and conjecture.

Pursuant to Pub. Res. Code § 21080 (e)(2), argument, speculation, unsubstantiated opinion or narrative, and evidence that is clearly inaccurate or erroneous *do not constitute substantial evidence*. An expert does not satisfy the substantial evidence threshold by merely stating that it is reasonable to assume that an impact will occur or that some impact could potentially occur, if such an assertion is not supported by facts. *Apartment Association of Greater Los Angeles v. City of Los Angeles* 90 Cal.App.4th 1162 (2001). Further, the City may disregard expert testimony that lacks an adequate factual foundation or is not directly related to the specific impacts potentially caused by the project under consideration. *Lucas Valley Homeowners Association v. County of Marin* 223 Cal.App.3rd 130 (1991).

Lastly, the existence of conflicting expert opinions does not obligate a lead agency to prepare an EIR. Rather, CEQA Guidelines § 15064 (g) indicates that an EIR may be required only "*in marginal cases where it is not clear whether there is substantial evidence that a project may have a significant effect on the environment . . . if there is disagreement among expert opinion supported by facts over the significance of an effect on the environment . . .*" (Emphasis added.) However, as discussed below and in previous correspondence to the City, this is not a marginal case because there is substantial evidence that the project will not have a significant impact and no contrary evidence has been presented. Therefore, an EIR is not required. The MND adopted by the City Planning Commission is adequate.

A. The Appellants' Expert Opinion Relies on an Erroneous Statements of LADOT Policy.

The Brohard Letter inaccurately, erroneously, and misleadingly presents selectively edited portions of the City of Los Angeles Department of Transportation's ("LADOT") *Traffic Study Policies and Procedures* ("TSSP") to argue that the approved traffic study improperly claims trip credits for existing active land uses and uses an excessive transit reduction discount.

Attached hereto is a letter dated January 25, 2010, from Hirsch/Green Transportation Consulting, Inc., the engineering firm that prepared the approved traffic study (the "Hirsch/Green Letter"). The Hirsch/Green Letter refutes each issue raised in the Brohard Letter and provides a detailed explanation as to why the analysis contained in the Brohard Letter lacks merit. Specifically, the Hirsch/Green Letter explains that Brohard's characterization of LADOT's "Traffic Study Policies and Procedures" regarding trip credits for existing uses is erroneous, inaccurate and misleading, as it omits a key provision stating that "...for CEQA purposes this [existing uses] means the 'existing' use must have been in place for at least 6 months within the past two years." This statement of policy is reiterated by LADOT in a letter dated January 26, 2010 (the "LADOT Letter"), attached hereto.

The Brohard Letter also alleges that the approved traffic study deviates from City policy in applying a transit use credit to a residential project, by purporting to cite TSSP Attachment F (*Transportation Demand Management and Trip Reduction Measures*). However, as clearly explained in the Hirsch/Green Letter and the LADOT Letter, the transit trip discount is consistent with both existing City policies promoting transit and analyses for comparable projects, and is appropriate for this particular project when considering its proximity to easily accessible transit facilities.

Brohard's expert opinion regarding alleged problems with the approved traffic study is simply subterfuge, relying primarily on misstatements of City policy. As each of its points has been directly refuted, it does satisfy the fair argument standard.

B. The Appellants' Expert Opinion Lacks Factual Foundation and is Speculative

The Brohard Letter is a misleading critique, premised throughout on a false interpretation of LADOT policy. As discussed above, each of the alleged issues that it raises concerning the approved traffic study have been thoroughly dispelled through detailed, point-by-point responses from both LADOT and Hirsch/Green. In fact, the LADOT Letter states that "the traffic analysis for this project was conducted in a *more conservative manner* than the DOT TSSP calls for." [*Emphasis added.*] The Brohard Letter is not an alternative traffic study and does not offer an independent analysis based on factual evidence. Therefore the City must not accord it equal weight in evaluating the impacts of the project.

In fact, Hirsch/Green conducted a supplemental traffic impact analysis dated January 28, 2010, a copy of which is attached hereto. The supplemental study proves the methodology used in the previous analysis is, indeed, more conservative than the typical methodology used by LADOT. This fact was indicated by the LADOT representative, Mr. Sergio Valdez, at the January 26, 2010 PLUM hearing. The supplemental analysis provides substantial evidence included in the record that the traffic impact analysis relied on for the MND is correct and, in fact, more conservative than necessary.

In addition, there are many instances throughout the Brohard Letter where speculative, unsupported assertions are made. For example, the Brohard Letter concludes that the Traffic Study "inappropriately dismisses the removal of on street parking spaces from Ben Avenue" and concludes that "[t]here is at least a 'fair argument' that [this] removal...will have an adverse environmental impact which must be studied in an EIR" (p. 8-9). For example, the Brohard letter asserts:

- (1) That project traffic impacts "*are reasonably foreseeable*" (*Emphasis added.*) (p. 6.).
- (2) That "*it is likely* [*emphasis added*] that cars will circulate" and "traffic circulating in search of parking *may create accident risks*" (*Emphasis added.*) (p. 8)
- (3) That the proposed mitigation measure to widen Magnolia Boulevard at the intersection with Colfax Avenue "*may be insufficient.*" (*Emphasis added.*) (p. 9)

Because the Brohard Letter reaches its conclusions based on such unsupported, speculative assertions, it does not constitute substantial evidence supporting a fair argument.

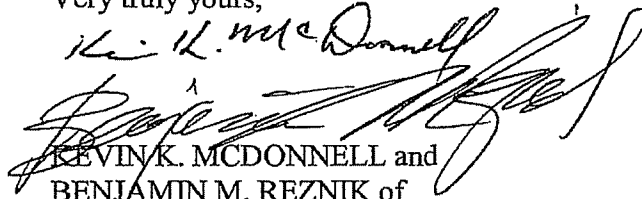
C. An Expert Opinion About Significance is Not Substantial Evidence

Lastly, an expert's opinion about whether a project's impacts are "significant" does not address factual questions, and a lead agency must not treat such an opinion as substantial evidence. *Citizen Action To Serve All Students v. Thornley* 222 Cal.App. 3d 748, 755 (1990). In this case, the City must not consider as dispositive the Brohard Letter's conclusion that "[t]he project will clearly have impacts on traffic including cumulative impacts that will be significant" (p.10) because the statement is simply an unsupported conclusion with no evidentiary support. Instead, the City must consider this assertion in light of the entire record, including the detailed responses from both LADOT and Hirsch/Green, dispelling the numerous unsupported claims included the Brohard Letter.

II. Conclusion

For these reasons and those presented at the January 19th and January 26th hearings before the PLUM Committee, as well as any additional reasons that may be presented before the full City Council on January 29th, the City Council should not disturb the City Planning Commission action of October 22, 2009, including the approval of the MND.

Very truly yours,


KEVIN K. MCDONNELL and
BENJAMIN M. REZNIK of
Jeffer, Mangels, Butler & Marmaro LLP

KKM:cjl

Enclosures

cc (via email):

Timothy McWilliams, Esq.
Jeri Burge, Esq.
Robert Duenas
Sergio Valdez
Daniel Scott
Sevana Mailian



Hirsch/Green Transportation Consulting, Inc.

January 28, 2010

Mr. Gary Schaffel
President
Schaffel Development Company, Inc.
15235 Burbank Boulevard, Suite C
Van Nuys, California 91411

RE: Traffic Analysis for Proposed 146-Unit Apartment Project at 11933 Magnolia
Boulevard in the Valley Village Community of the City of Los Angeles

Dear Gary,

This letter documents the results of a supplemental traffic impact analysis for your proposed 146-unit apartment project located at 11933 Magnolia Boulevard, on the north side of the street just east of Ben Avenue, in the Valley Village community of the City of Los Angeles, as shown in Figure 1. The supplemental analyses are being prepared to support comments contained in a letter to the Department of City Planning by Mr. Sergio Valdez of the Los Angeles Department of Transportation (LADOT), dated January 26, 2010, in response to concerns raised by appellants to the approval of the MND for your project.

Specifically, Mr. Valdez outlines the conservative nature of the traffic study prepared by our firm (dated November 26, 2008), and affirms that the methodology and assumptions required by LADOT for the analysis of your project, while somewhat unique in that it required the analysis of three individual and otherwise unrelated projects (including your project) as one "cumulative" development, were appropriate and in keeping with LADOT's overall traffic study preparation guidelines. Mr. Valdez further notes that, if your project had been analyzed as a "stand-alone" development as is the typical methodology for assessing the potential traffic impacts of various development projects, the results of such a study would likely have indicated "...impacts identical to the current [November 26, 2008] study...", although the only way to ascertain this with certainty would be to prepare a supplemental traffic study.

To that end, this document provides the results of that supplemental analysis, utilizing LADOT's standard traffic study policies and procedures, including the following assumptions:

- o Your proposed project (146-unit apartments) was treated as a "stand-alone" project;
- o The associated "cumulative" projects, identified as "Project A" (22 condominiums) and "Project B" (97 condominiums) in the original study, were treated as "related projects";
- o All other assumptions contained in the November 26, 2008 traffic study remained unchanged, including traffic count data, project trip distribution and assignments, and the assumed future study year (2010).

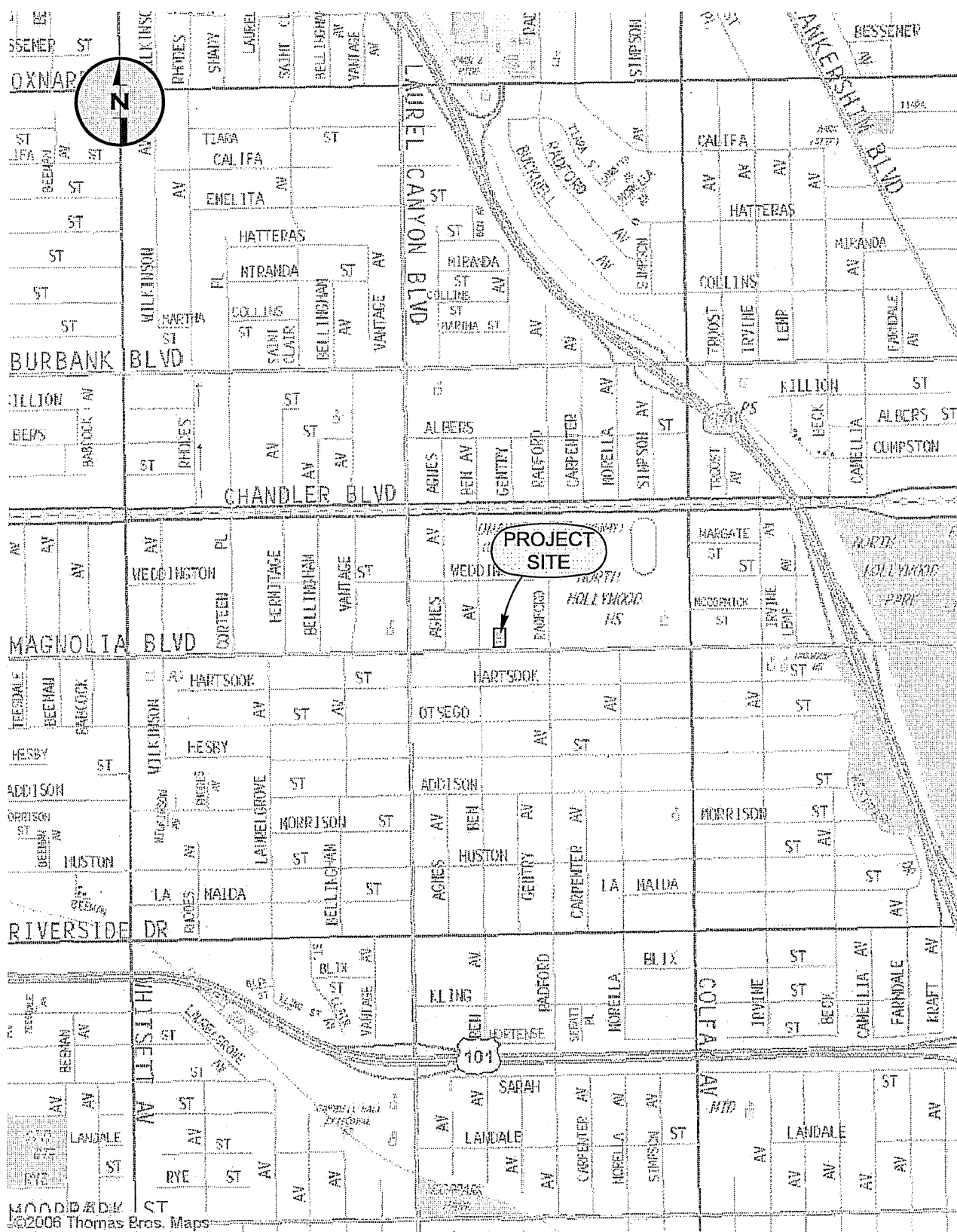


FIGURE 1



Hirsch/Green Transportation Consulting, Inc.

PROJECT SITE VICINITY

However, due to concerns identified at the City Planning and Land Use Management (PLUM) Committee hearing on your project on January 26, 2010, one adjustment to the trip generation of the already-approved "Project B" development was also included in this supplemental analysis. As indicated in testimony at the hearing by members of the local community, the City Attorney's Office determined that there was not currently sufficient evidence to fully support the previous traffic study assumption that the previous uses on the "Project B" site, a total of approximately 39 apartment units, were occupied within the timelines required for their use by LADOT's traffic study guidelines. While we disagree with these assertions, as fully noted in our January 26, 2010 letter to the PLUM Committee, and believe that the units have been shown to have been occupied for a period of six months within the two year period preceding the preparation of the November 26, 2008 traffic study, in the interest of providing the most conservative analysis possible, we have not assumed any "trip credits" for these prior uses of the "Project B" site. However, the previously-assumed trip credits for the three single-family residences on the "Project A" site (which are still occupied), and for the 51 apartment units on your ("Project C") site, for which you have fully documented the vacancy dates, continue to be considered as valid and applicable for this supplemental analysis.

To summarize the results of the "stand-alone" traffic study for your project, which is discussed in more detail in the following pages, if your development were to have been examined under LADOT's standard traffic impact analysis methodology, your project would result in only a single significant impact, at Colfax Avenue and Magnolia Boulevard during the AM peak hour only. This result mirrors the results of the November 26, 2008 "cumulative" analysis at this location, although the magnitude of the impact drops from +0.018 to +0.011 (a "threshold level" impact; the impact threshold for this intersection under the conditions identified in the traffic study would be +0.010). However, your project would not create a significant impact at the nearby intersection of Magnolia Boulevard and Ben Avenue, as was identified as significantly impacted during both the AM and PM peak hours under the previous "cumulative" analyses. Finally, similar to the earlier analyses, no significant impacts are identified on Ben Avenue, or to any of the nearby Los Angeles County Congestion Management Program facilities.

As a result of these analyses, we believe that Mr. Valdez' statements regarding the conservative nature of the previous "cumulative" analyses are supported. We continue, however, to recommend that the traffic mitigation measures identified in the November 26, 2008 traffic study be implemented, since that analysis identified that the combination of "Project A" and "Project B" would produce a significant impact at the intersection of Magnolia Boulevard and Ben Avenue, and that your project could produce a significant impact at the intersection of Magnolia Boulevard and Colfax Avenue. Therefore, we believe the combination of both the previous "cumulative" impact analysis and this "stand-alone" analysis of your project fully identify and mitigate all potential traffic impacts from all three projects, and no further analyses or traffic mitigation measures beyond those identified in the November 26, 2008 study are warranted.

11933 Magnolia Boulevard Project Traffic Impact Analysis

Project Description and Trip Generation

The subject proposed project, located at 11933 Magnolia Boulevard, consists of the demolition of an existing 51-unit apartment project, and the construction of a new, 146-unit apartment facility. The site layout for the development is shown in Figure 2. As indicated by these plans, access to the site is proposed via single driveway located near the western edge of the property along the north side of Magnolia Boulevard, east of Ben Avenue.

As with the previous November 26, 2008 study, the potential trip generation for the proposed project was calculated using trip generation data contained in the current edition of the Institute of Transportation Engineers' (ITE) *Trip Generation*¹ handbook. Note that the 8th Edition of the ITE handbook has been recently released, but in order to provide comparable results with all preceding analyses, the 7th Edition data were utilized. There is no substantial difference between the two data, particularly during the critical AM and PM peak hours. The trip generation rates used in this analysis are summarized in Table 1.

Table 1
Project Trip Generation Rates *

Condominium - per dwelling unit (ITE Land Use 230)

Daily Trips: T = 5.86 (U)
AM Peak Hour: T = 0.44 (U); I/B = 17%, O/B = 83%
PM Peak Hour: T = 0.52 (U); I/B = 67%, O/B = 33%

Apartment - per dwelling unit (ITE Land Use 220)

Daily Trips: T = 6.72 (U)
AM Peak Hour: T = 0.51 (U); I/B = 20%, O/B = 80%
PM Peak Hour: T = 0.62 (U); I/B = 65%, O/B = 35%

Where: T = Trip Ends I/B = Inbound Trip Percentage
U = Dwelling Units O/B = Outbound Trip Percentage

* Note:

Trip generation rates per 7th Ed. ITE Trip Generation, unless noted.

However, the baseline ITE trip generation rates shown in Table 1 are typically based on developments located in more suburban areas, and do not reflect potential trip reducing factors such as the use of public transportation or the availability of work, shopping, or recreational facilities within walking distance of the developments. As described in the earlier reports, there are several key transit lines that are available to the proposed project which could be utilized

¹ *Trip Generation*, 7th Edition, Institute of Transportation Engineers, Washington, D.C., 2003.

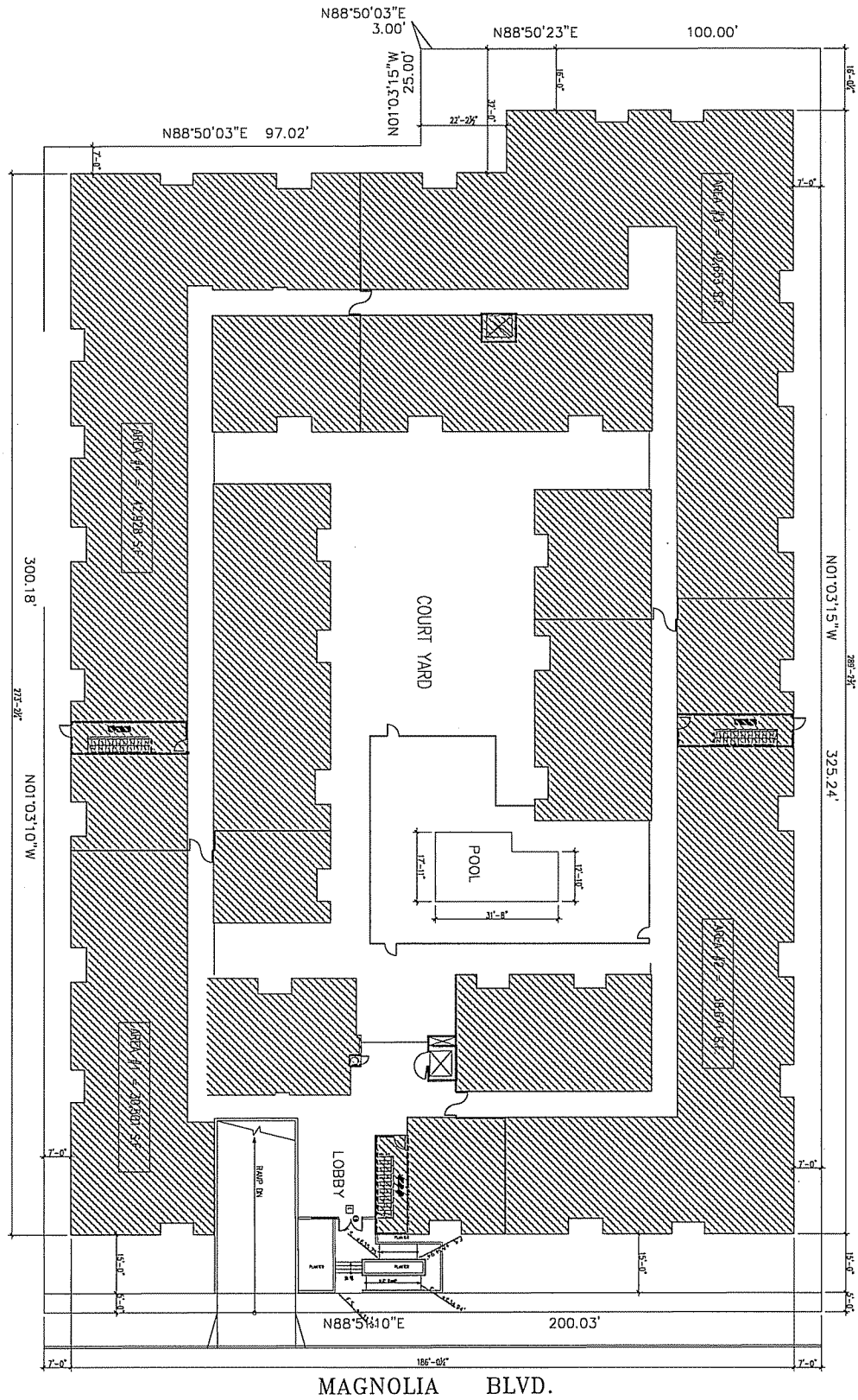


FIGURE 2

SITE LAYOUT
11933 MAGNOLIA BOULEVARD



Hirsch/Green Transportation Consulting, Inc.

by residents of the proposed development. Therefore, consistent with the assumptions identified in the previous analyses, which were based on the knowledge and judgment of the local LADOT staff, a 10 percent trip discount was applied to the project to account for its proximity of the Metro Orange Line (approximately two blocks to the north), which provides a direct connection to the Metro Transit Center at Lankershim/Chandler Boulevards.

Therefore, using the baseline ITE trip generation data shown in Table 1, adjusted to account for the removal of the existing site development and its associated traffic, plus the trip reductions to account for usage of the Metro Orange Line and other area transit facilities, the net cumulative trip generation for the proposed project was calculated, and is shown in Table 2.

Table 2
Project Trip Generation Estimates

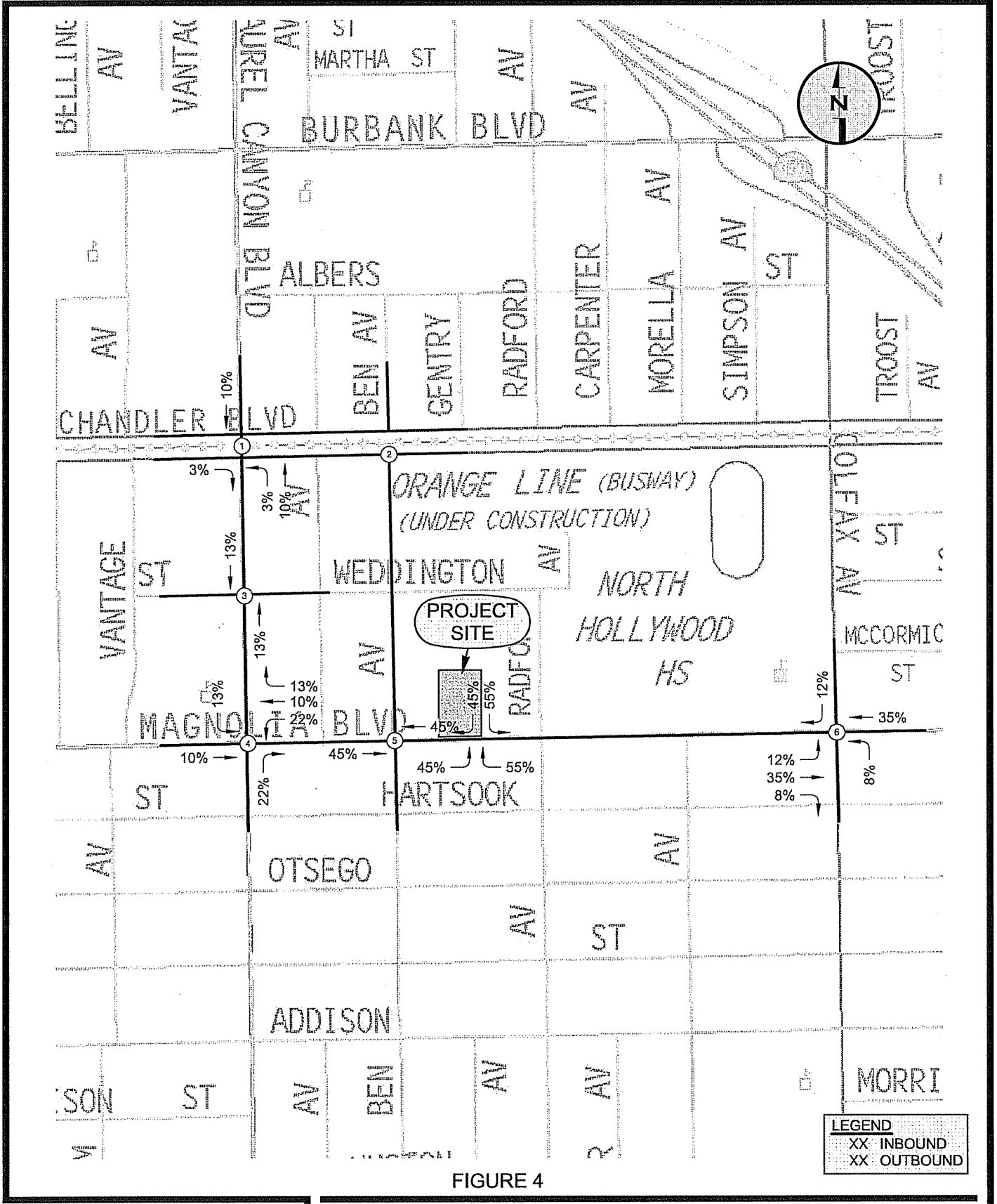
Size/Land Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
146 -unit Apartment	981	15	59	74	59	32	91
Less Existing Development							
51 -unit Apartment	(343)	(5)	(21)	(26)	(21)	(11)	(32)
Subtotal New Site Trips	638	10	38	48	38	21	59
Less 10% Transit Discounts	(64)	(1)	(4)	(5)	(4)	(2)	(6)
Net Project Traffic	574	9	34	43	34	19	53

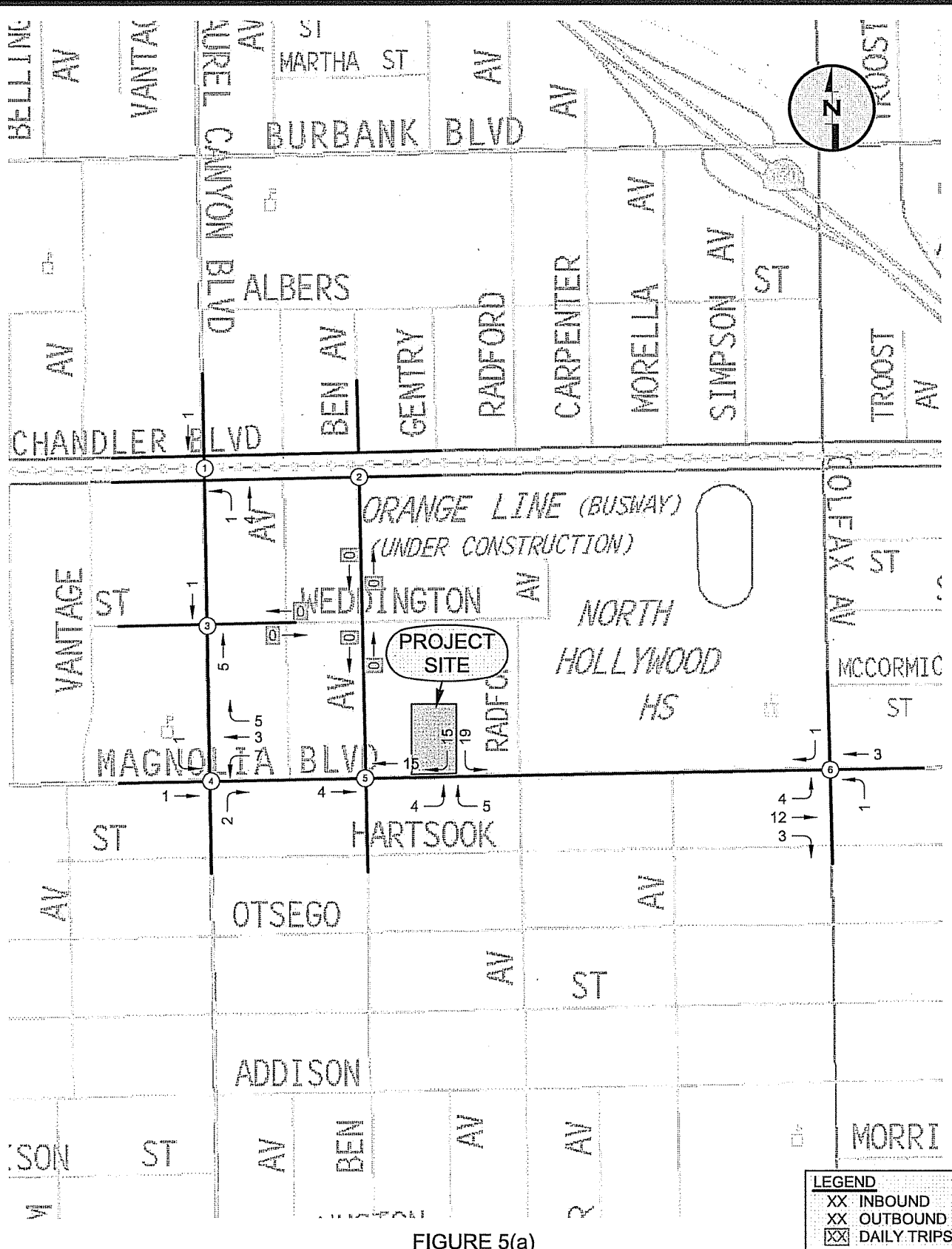
Project Traffic Distribution and Assignment

The net project traffic shown in Table 2 was then assigned to the area roadway network and through each of the six intersections analyzed in the previous studies, so that actual project traffic volumes and turning movements at the intersections could be determined. These assignments utilized the same general geographic project traffic travel patterns and specific travel routes for the project as in the November 26, 2008 traffic study (for "Project C"). For convenience, the general geographic distribution of project trips is shown in Figure 3, while the specific, intersection turning movement assignment percentages are shown in Figure 4. The results of the project traffic assignment process are shown in Figure 5(a) for the AM peak hour and in Figure 5(b) for the PM peak hour. These net project-related traffic volumes were used to identify the incremental effects and potential impacts of the proposed project.

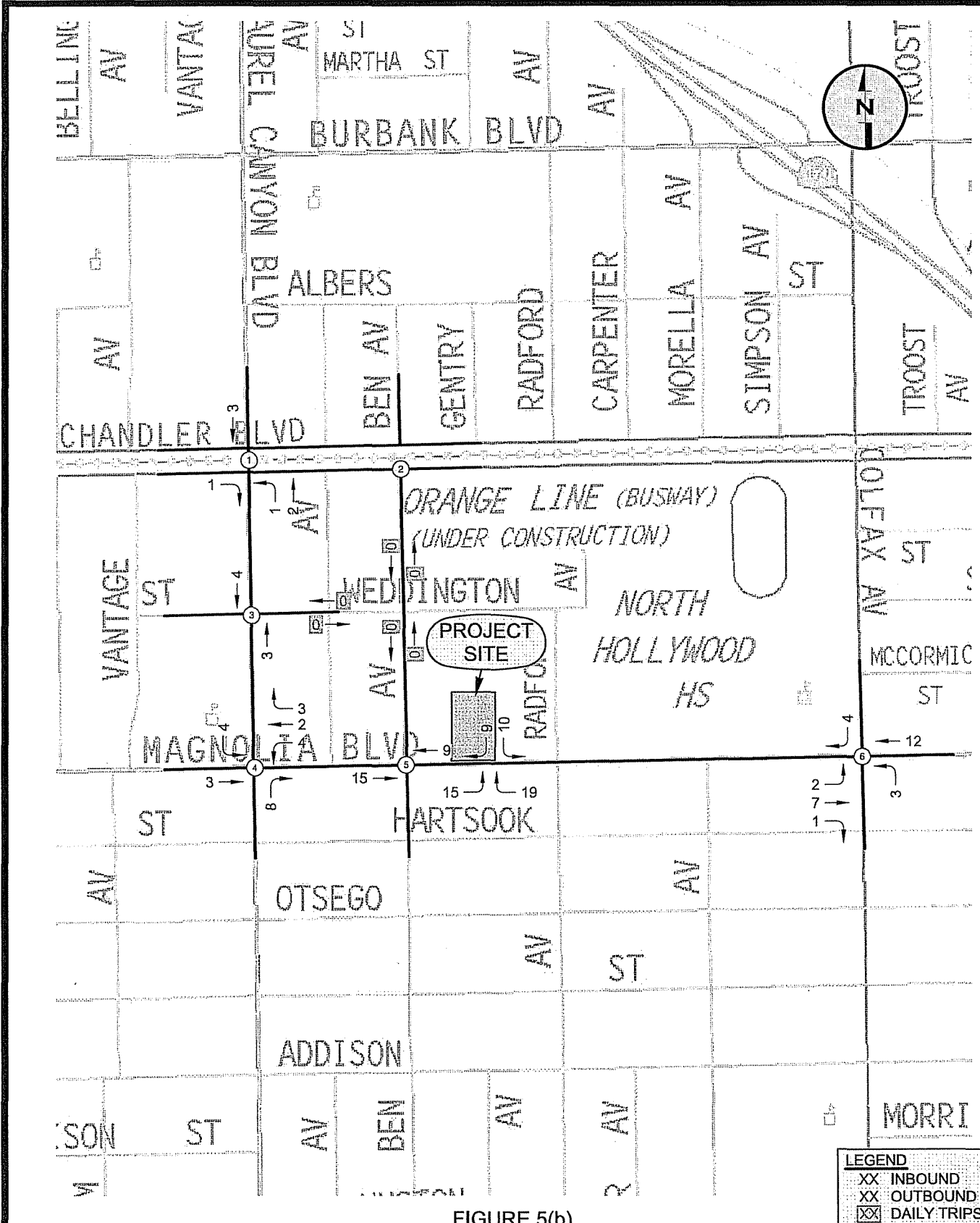
It should be noted that, since the trip generation rates, project traffic assumptions (trip credits for the existing use, and 10 percent transit utilization discount), and project trip assignment percentages shown in Figure 4 are all taken directly from the previous November 26, 2008 traffic study, the net project volumes shown in Figure 5(a) and Figure 5(b) are identical to those indicated in Figures C-1(b) and C-2(b) in the appendix of that document.







NET PROJECT TRAFFIC VOLUMES
11933 MAGNOLIA BOULEVARD
AM PEAK HOUR



NET PROJECT TRAFFIC VOLUMES
11933 MAGNOLIA BOULEVARD
PM PEAK HOUR

Traffic Impact Analysis Methodology

This supplemental analysis is intended to demonstrate the potential effects of the development of the 11933 Magnolia Boulevard project itself, and as such, does not include an analysis of the "existing" conditions in the project vicinity. A complete description of the existing project vicinity, key roadways and transit routes in the area, and identification of existing traffic volumes and intersections is contained in the November 26, 2008 report, and is included in its entirety in this supplemental analysis by reference.

Future Conditions

As also described in detail in the previous traffic study report, the future (year 2010) traffic conditions analyzed in that document included potential traffic increases resulting from both ambient growth and from trips generated by projects that have not yet been developed. These "Future (2010) Without Project" volumes represent the forecast traffic conditions in the study area at the time of project completion, but prior occupancy, and form the "baseline" for evaluating the project's incremental traffic additions. In order to account for this routine growth, a traffic growth factor of 2.0 percent, compounded annually, was applied to the existing 2008 traffic volumes to estimate the future year 2010 baseline volumes.

In addition to the annual traffic growth rate, the November 26, 2008 study also included a total of 30 individual "related projects" near the study site that could produce additional traffic in the area. It is of note that, in order to provide the most conservative analysis possible, this list also included traffic that could be generated by the 51-unit apartment use occupying the proposed 11933 Magnolia Boulevard site, which was vacant at the time of the updated (February 2008) traffic counts, but still exhibited (at that time) active entitlements for use of the units. As such, the site could have been reoccupied under its existing entitlements, and was therefore added to the earlier report's cumulative development list. This methodology also provides for a "worst case" estimate of potential future traffic volumes in the vicinity.

Additionally, for the specific purposes of this supplemental study in evaluating the potential traffic impacts of the subject 11933 Magnolia Boulevard project, the previously assumed "cumulative" "Project A" and "Project B" developments were also added to the related project's list for this analysis. Further, due to concerns regarding the applicability of the "existing use" trip credits used in the earlier November 26, 2008 traffic study, as discussed briefly earlier in this letter, these trip reductions were not included in the trip calculations for this development in the related projects list. The locations of the 32 related projects assumed in this analysis (the 29 area developments and assumed "reoccupancy" of the 11933 Magnolia Boulevard site per the November 26, 2008 traffic study, plus "Project A" and "Project B") are shown in Figure 6, and each project is individually listed and described in Table 3. Estimates of the traffic generated by these related projects, obtained from the previous studies, are summarized in Table 4.



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Table 6
Related Projects Descriptions

Map No.	Use/Description	Size/Units	Address
1	East Valley New Middle School #1 <i>Remove Existing Shopping Center</i>	1,809 student 100,000 sq. ft.	6501 Laurel Canyon Boulevard
2	Valley Plaza Renovation/Expansion	n/a sq. ft.	6333 Laurel Canyon Boulevard
3	<u>Laurel Plaza</u> Condominiums Apartments <i>Remove Existing Robinsons May</i>	488 units 572 units n/a sq. ft.	6100 Laurel Canyon Boulevard
4	Los Angeles Valley College Expansion	2,300 student	5800 Fulton Avenue
5	<u>Lankershim/Cumpston</u> Condominiums Pharmacy	191 units 16,750 sq. ft.	11324 Cumpston Street
6	East Valley High School	1,479 seats	5511 Vineland Avenue
7	NoHo Commons	Mixed Use	5300 Lankershim Boulevard
8	Apartments	196 units	11049 Magnolia Boulevard
9	Apartments	100 units	11201 Otsego Street
10	Condominiums	257 units	5031 Fair Avenue
11	Chase Knolls Apartments/Sr. Apartments	142 units	13401 Riverside Drive
12	Merdinian Evangelical School	650 student	13330 Riverside Drive
13	Gas Station with Convenience Mart	— n/a —	13256 Riverside Drive
14	Office	29,475 sq. ft.	12828 Riverside Drive
15	Condominium	247 units	12629 Riverside Drive
16	Synagogue Expansion	19,800 sq. ft.	12326 Riverside Drive
17	Apartments	12 units	12092 Huston Street
18	Apartments Specialty Retail Center	20 units 3,800 sq. ft.	4847 Laurel Canyon Boulevard
19	<u>Television Production Studio/Expansion</u> Studio Office Stage Area Technical Support	75,428 sq. ft. 11,325 sq. ft. 75,132 sq. ft.	4200 Radford Avenue

Table 6 (continued)
Related Projects Descriptions

Map No.	Use/Description	Size/Units	Address
20	Studio Office Expansion	199,314 sq. ft.	4024 Radford Avenue
21	Convenience Market	3,220 sq. ft.	4647 Laurel Canyon Boulevard
	Car Wash	2,080 sq. ft.	
22	Apartments	149 units	4043 Radford Avenue
	Specialty Retail	4,400 sq. ft.	
23	Condominiums	392 units	11617 Ventura Boulevard
24	Specialty Retail Center	11,800 sq. ft.	11555 Ventura Boulevard
25	Condominiums	45 units	4170 - 4180 Fair Avenue
26	Condominiums	122 units	11154 Aqua Vista Street
	<i>Remove Existing Apartments</i>	<i>56 units</i>	
27	Campbell Hall School	400 student	4533 Laurel Canyon Boulevard
28	NoHo Artwalk	— n/a —	11126 Chandler Boulevard
29	Condominiums	12 units	12010 Magnolia Boulevard
	<i>Remove Existing Apartments</i>	<i>3 units</i>	
30	Apartments	51 units	11933 Magnolia Boulevard
"A"	Condominiums	22 units	5226, 5234, 5238 Ben Avenue
	<i>Remove Existing Single-family Residences</i>	<i>3 units</i>	
"B"	Condominiums	97 units	11945 Magnolia Boulevard

Table 7
Related Projects Trip Generation

Map No.	Use/Description	Size/Units	Daily	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
1	East Valley New Middle School #1 <i>Remove Existing Shopping Center</i>	1,809 student 100,000 sq. ft.	(3,500)	369	350	(39)	(64)
2	Valley Plaza Renovation/Expansion	n/a sq. ft.	15,000	11	97	765	629
3	<u>Laurel Plaza</u> Condominiums Apartments <i>Remove Existing Robinsons May</i>	488 units 572 units n/a sq. ft.	1,300	4	356	108	(109)
4	Los Angeles Valley College Expansion	2,300 student	3,400	441	97	212	120
5	<u>Lankershim/Cumpston</u> Condominiums Pharmacy	191 units 16,750 sq. ft.	890 1,358	12 29	58 20	55 64	27 63
			2,248	41	78	119	90
6	East Valley High School	1,479 seats	2,374	432	367	97	110
7	NoHo Commons (partially completed)	Mixed Use	24,117	1,105	256	1,088	1,688
8	Apartments	196 units	1,328	20	80	81	44
9	Apartments	100 units	751	11	42	47	26
10	Condominiums	257 units	1,432	19	91	87	43
11	Chase Knolls Apartments/Sr. Apartments	142 units	900	11	45	44	23
12	Merdinian Evangelical School	650 student	856	191	100	11	17
13	Gas Station with Convenience Mart	--- n/a ---	1,086	30	29	33	33
14	Office	29,475 sq. ft.	521	62	9	19	93
15	Condominium	247 units	1,384	18	88	84	42
16	Synagogue Expansion	19,800 sq. ft.	211	3	0	16	17
17	Apartments	12 units	222	2	8	16	8
18	Apartments Specialty Retail Center	20 units 3,800 sq. ft.	271 200	3 3	11 2	19 14	10 17
			471	6	13	33	27

Table 7 (continued)
Related Projects Trip Generation

Map No.	Use/Description	Size/Units	Daily	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
19	<u>Television Production Studio/Expansion</u>		1,634	102	13	42	70
	Studio Office	75,428 sq. ft.					
	Stage Area	11,325 sq. ft.					
	Technical Support	75,132 sq. ft.					
20	Studio Office Expansion	199,314 sq. ft.	2,908	199	18	62	112
21	Convenience Market	3,220 sq. ft.	2,376	108	108	86	83
	Car Wash	2,080 sq. ft.	232	--- nominal ---		15	14
			2,608	108	108	101	97
22	Apartments	149 units	1,046	15	62	65	35
	Specialty Retail	4,400 sq. ft.	226	3	2	14	18
			1,272	18	64	79	53
23	Condominiums	392 units	2,283	29	141	137	67
24	Specialty Retail Center	11,800 sq. ft.	542	8	6	22	28
25	Condominiums	45 units	326	5	22	21	10
26	Condominiums	122 units	760	10	51	48	23
	<i>Remove Existing Apartments</i>	<i>56 units</i>	<i>(487)</i>	<i>(6)</i>	<i>(25)</i>	<i>(31)</i>	<i>(17)</i>
			273	4	26	17	6
27	Campbell Hall School	400 student	950	189	112	16	32
28	NoHo Artwalk	--- n/a ---	6,450	(30)	347	318	84
29	Condominiums	12 units	70	1	4	4	2
	<i>Remove Existing Apartments</i>	<i>3 units</i>	<i>(20)</i>	<i>0</i>	<i>(2)</i>	<i>(1)</i>	<i>(1)</i>
			50	1	2	3	1
30	Apartments	51 units	343	5	21	21	11
"A"	Condominiums	22 units	129	2	8	7	4
	<i>Single-family Residences</i>	<i>3 units</i>	<i>(29)</i>	<i>0</i>	<i>(2)</i>	<i>(2)</i>	<i>(1)</i>
	Less 10% Transit Discount		(10)	0	(1)	(1)	0
			90	2	5	4	3
"B"	Condominiums	97 units	568	7	36	34	16
	Less 10% Transit Discount		(57)	(1)	(4)	(3)	(2)
			511	6	32	31	14

The related project's traffic volumes shown in Table 7 were then distributed through the study area and assigned to the area roadway and freeway network using assumptions and methodologies described in the November 26, 2008 traffic study. The results of the related project's trip assignments are shown in Figure 7(a) for the AM peak hour and Figure 7(b) for the PM peak hour. These volumes are essentially the same as those identified in the previous analyses, with the exception of the relatively nominal traffic generated by the two new related projects, "Project A" and "Project B".

As with the earlier analyses, the "Future (2010) Without Project" condition traffic volumes for the analysis were developed by combining the assumed ambient traffic growth in the area with new traffic generated by the potential cumulative development in the vicinity of the project site. The resulting AM and PM peak hour traffic estimates for the "Future (2010) Without Project" conditions are shown in Figures 8(a) and 8(b), respectively. These traffic estimates form the "benchmark" values for determining project traffic impacts on the street system.

Finally, the net traffic volumes generated by the proposed project alone (calculated earlier in Table 2 of this report) were combined with the benchmark "Without Project" volumes to produce the "Future (2010) With Project" traffic volume estimates, which are shown for the AM peak hour in Figure 9(a) and for the PM peak hour in Figure 9(b). The analysis results of the "With Project" condition were then compared to the analysis results of the "Without Project" condition to determine the incremental traffic impacts directly attributable to the proposed development.

Highway System Improvements

As discussed in detail, the study intersections examined in this analysis that are controlled by traffic signals are each currently upgraded with the City's Automated Traffic Surveillance and Control (ATSAC) traffic signal coordination system. Further, the entire study area has recently been approved for further upgrades with the installation of the City's next-generation signal coordination system, the Adaptive Traffic Control System (ATCS), and the ATCS improvements are anticipated to be completed by the future study year (2010), and have been assumed to be in place and operational in the analysis of future intersection conditions. No other significant highway improvements within the study area were identified for implementation by the anticipated 2010 completion date of the proposed project. Therefore, similar to the previous November 26, 2008 traffic study, the analysis of the future (2010) conditions assumed that the roadway network geometries and capacities would remain unchanged from current conditions, except for the traffic capacity improvements resulting from the ATCS signal upgrades.

Analysis of Future (2010) Conditions

As with the previous analyses, this supplemental study used the Critical Movement Analysis (CMA) methodology for the analysis and evaluation of traffic operations at the three signalized study intersections; a modified CMA analysis was used to assess the operations of the three

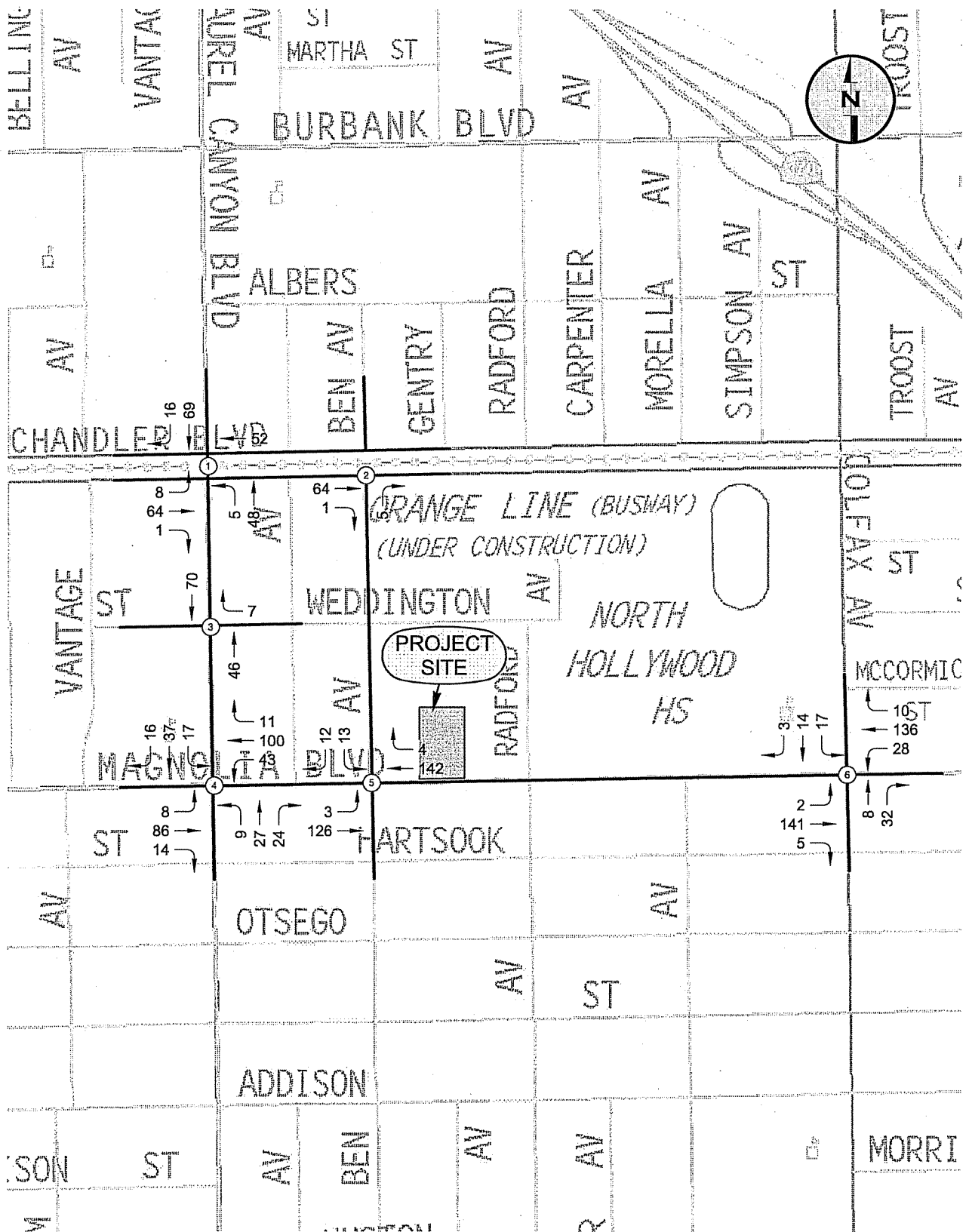


FIGURE 7(a)

RELATED PROJECTS TRAFFIC VOLUMES
AM PEAK HOUR



Hirsch/Green Transportation Consulting, Inc.

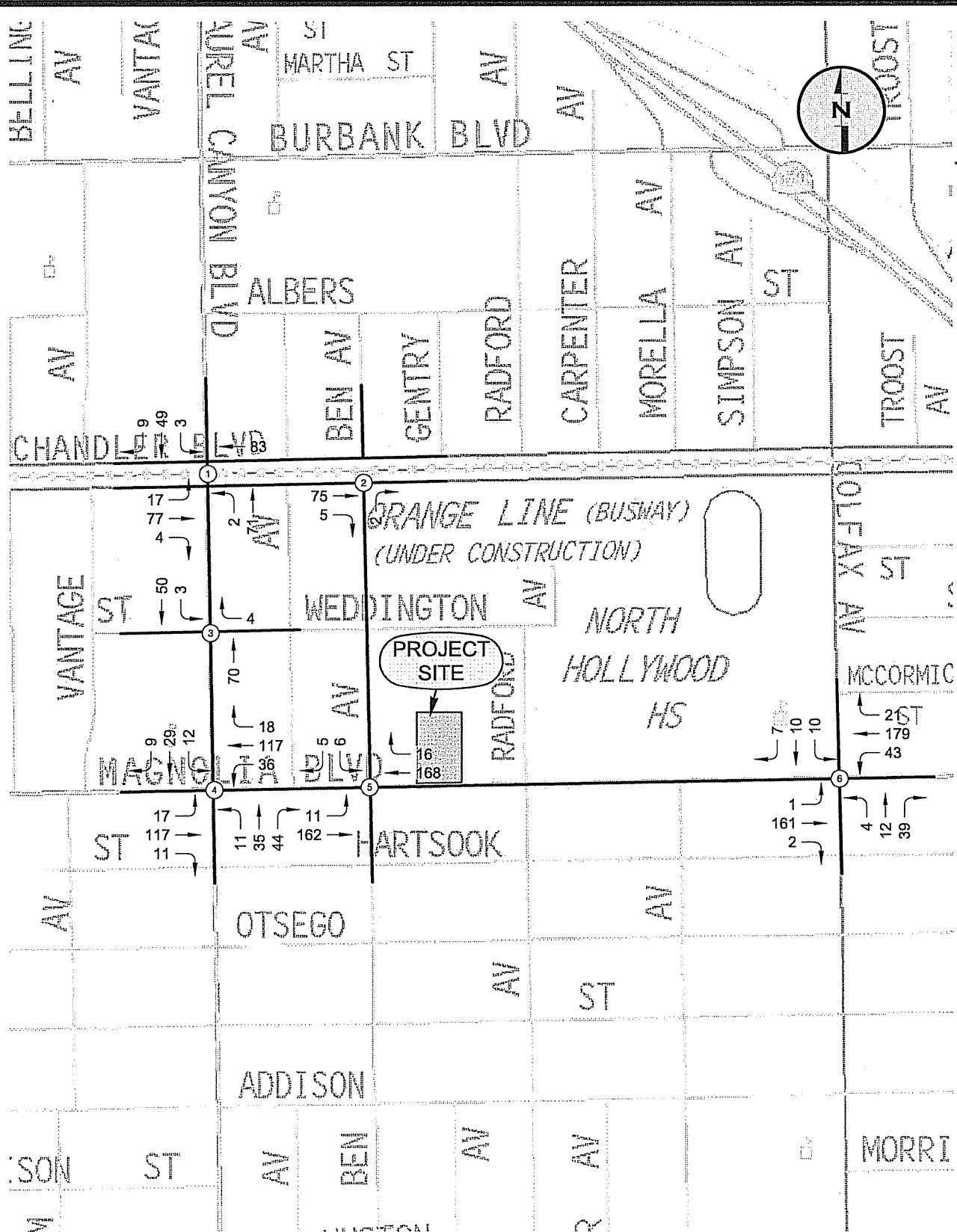


FIGURE 7(b)

RELATED PROJECTS TRAFFIC VOLUMES
PM PEAK HOUR



Hirsch/Green Transportation Consulting, Inc.

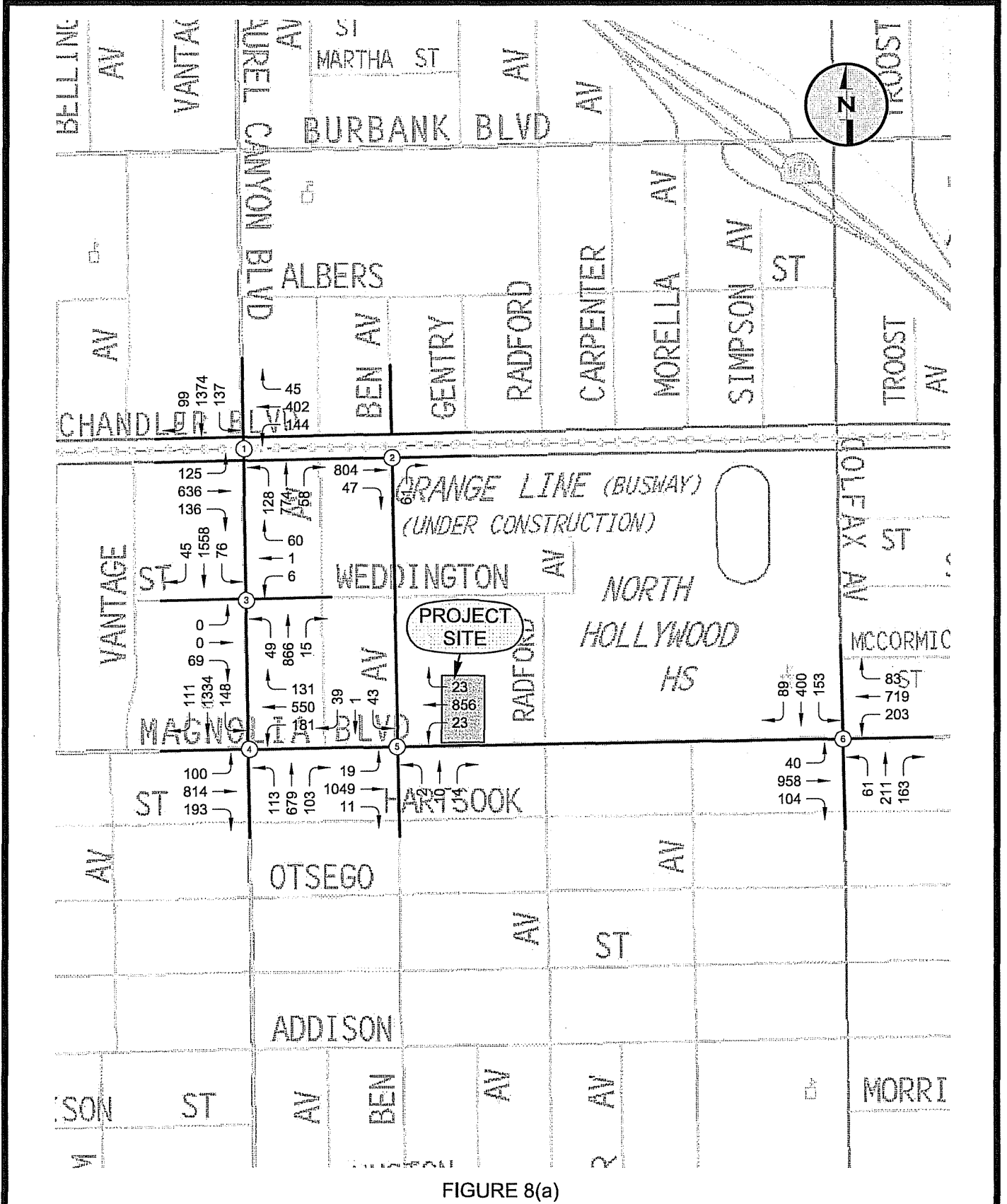


FIGURE 8(a)

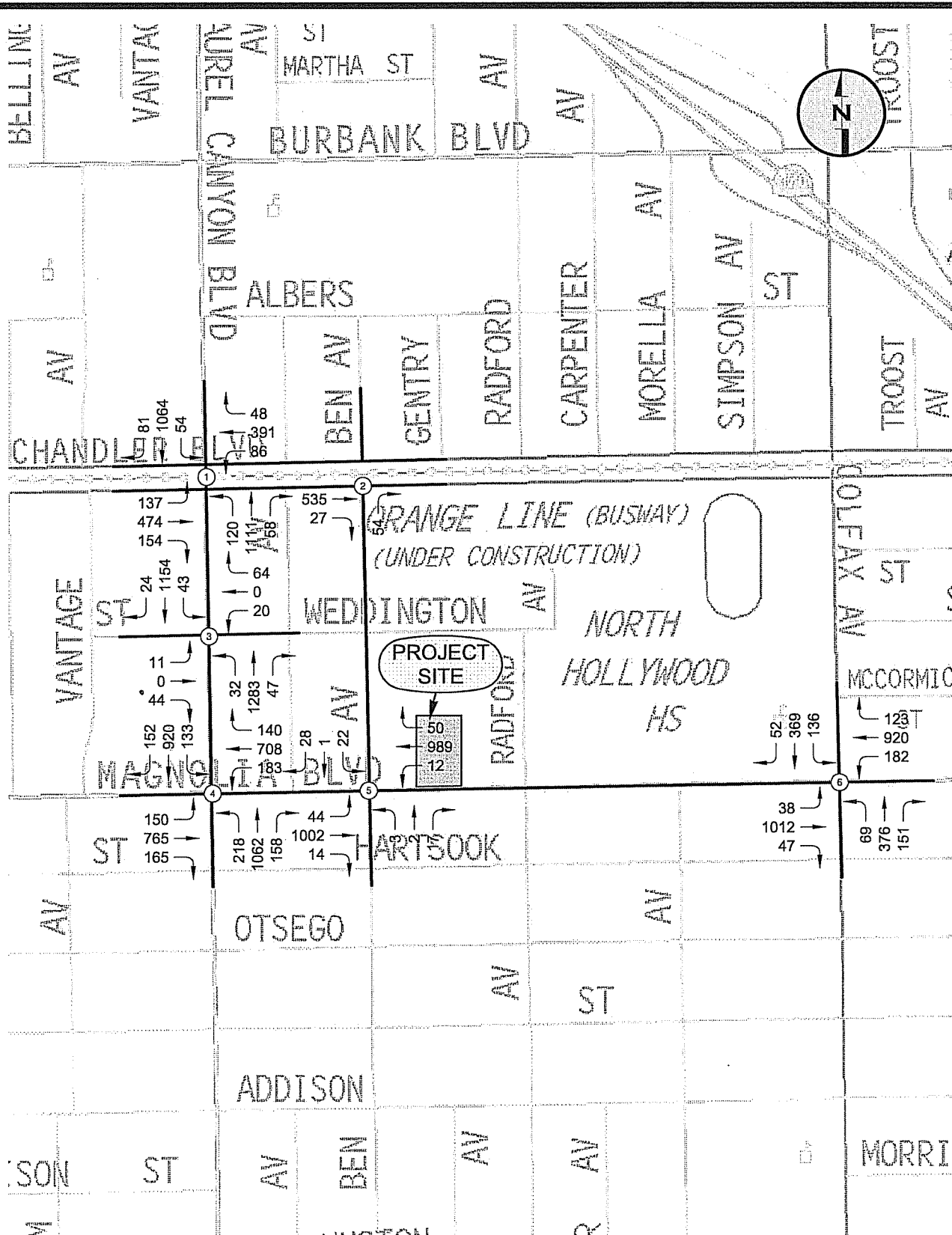


FIGURE 8(b)



Hirsch/Green Transportation Consulting, Inc.

FUTURE (2010) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

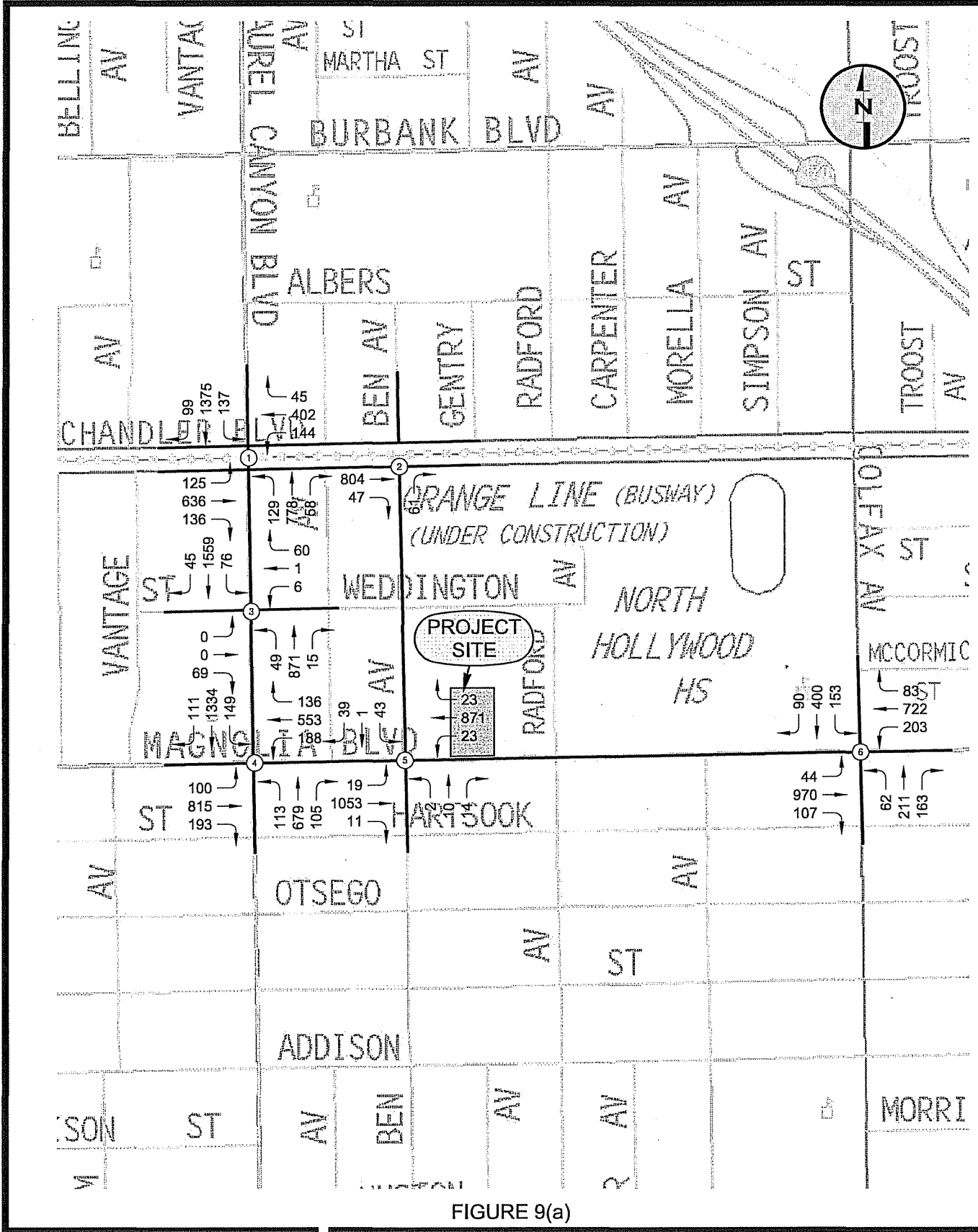


FIGURE 9(a)

FUTURE (2010) TRAFFIC VOLUMES
WITH 11933 MAGNOLIA BOULEVARD PROJECT
AM PEAK HOUR

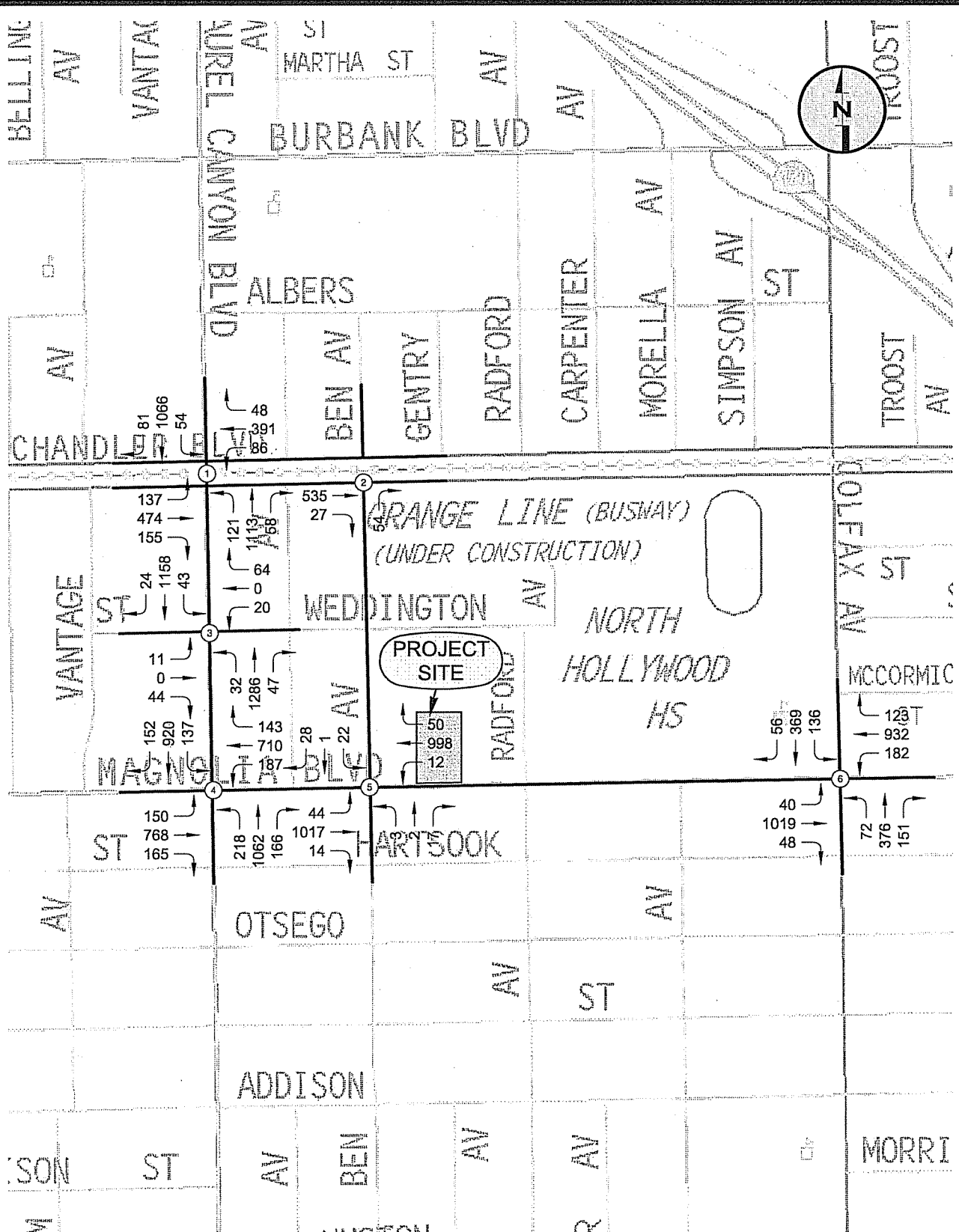


FIGURE 9(b)

FUTURE (2010) TRAFFIC VOLUMES
WITH 11933 MAGNOLIA BOULEVARD PROJECT
PM PEAK HOUR



Hirsch/Green Transportation Consulting, Inc.

STOP sign controlled study intersections, assuming a reduced intersection capacity (approximately 20 percent reduction) to adjust for the inherent inefficiencies in traffic flows experienced at STOP sign controlled locations as compared to signalized intersections. The results of the supplemental analysis of future (year 2010) conditions are shown in Table 8.

Table 8
Critical Movement Analysis Summary
Future (2010) Conditions

Int. No.	Intersection	Peak Hour	Without Project ^[1]		With 11933 Magnolia Project Alone		
			CMA	LOS	CMA	LOS	Impact
1	Laurel Canyon Boulevard and Chandler Boulevard	AM	0.914	E	0.915	E	0.001
		PM	0.694	B	0.696	B	0.002
2	Ben Avenue and Chandler Boulevard	AM	0.406	A	0.406	A	0.000
		PM	0.279	A	0.279	A	0.000
3	Laurel Canyon Boulevard and Weddington Avenue	AM	0.772	C	0.772	C	0.000
		PM	0.669	B	0.670	B	0.001
4	Laurel Canyon Boulevard and Magnolia Boulevard	AM	1.249	F	1.254	F	0.005
		PM	1.145	F	1.149	F	0.004
5	Ben Avenue and Magnolia Boulevard	AM	0.973	E	0.977	E	0.004
		PM	0.948	E	0.955	E	0.007
6	Colfax Avenue and Magnolia Boulevard	AM	1.110	F	1.121	F	0.011 *
		PM	1.169	F	1.175	F	0.006

"*" indicates significant impact per LADOT *Traffic Study Policies and Procedures*, Revised March 2002.

[1] "Without Project" conditions include "Project A" and "Project B" developments.

As indicated in Table 8, the future "Without Project" conditions in the study area are anticipated to change only slightly as compared to the "Without Project" conditions identified in the November 26, 2008 traffic study; these nominal changes are the result of the inclusion of the "Project A" and "Project B" developments in the "Without Project" baseline. However, the overall levels of service for these conditions remain unchanged from the previous analyses.

The subsequent future year 2010 "With Project" (11933 Magnolia Boulevard development only) traffic conditions are also shown in Table 8. As indicated in the table, while the addition of the anticipated net new project-related trips are expected to result in some effects on the traffic conditions in the area, the addition of net new project trips to the study intersections will not result in any changes to the forecast levels of service at any of the six selected study locations. However, effect on intersection LOS levels alone is not the basis for evaluation of the

significance of impacts to the roadway system. The City of Los Angeles (LADOT) defines a significant traffic impact attributable to a project based on a "stepped scale", with intersections at high volume-to-capacity ratios being more sensitive to additional traffic than those operating with available surplus capacity. A significant impact is identified as an increase in the CMA value, due to project-related traffic, of 0.010 or more when the final ("with project") Level of Service is E or F, a CMA increase of 0.020 or more when the final Level of Service is LOS D, or an increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays.

Using the significant impact evaluation criteria described above, the incremental traffic impacts of the proposed 11933 Magnolia Boulevard project were reviewed. As indicated in Table 8, the additional project-related traffic additions to the study area resulting from the development of the proposed 11933 Magnolia Boulevard project by itself would be generally nominal, although a potential significant impact was identified at the intersection of Magnolia Boulevard and Colfax Avenue, during the AM peak hour only. It is of note that this impact was also identified in the previous "cumulative" analysis, although the magnitude of the impact was much greater; the previous analyses indicated an impact increment of +0.018, whereas this supplemental analysis identifies a "threshold level" impact increment of only +0.011.

Therefore, as a result of this supplemental analysis, a significant impact to the intersection of Magnolia Boulevard and Colfax Avenue is anticipated due to the development of the proposed 11933 Magnolia Boulevard 146-unit apartment project. This conclusion is the same as identified in the previous November 26, 2008 traffic study, and indicates that no significant impacts to the study area were unreported in the preparation of that earlier analysis. As such, it continues to be our recommendation that the previously-identified roadway improvement at Magnolia Boulevard and Colfax Avenue, described below, be implemented to address not only the project-specific traffic impacts identified in this analysis, but also to address the "cumulative" impacts of the three projects (including "Project" and "Project B") on the area roadways.

Magnolia Boulevard and Colfax Avenue – Widen the south side of Magnolia Boulevard within the existing right-of-way by five feet (to a half-street width of 25 feet plus a 10-foot parkway/sidewalk), and restripe the eastbound approach of Magnolia Boulevard to install a new exclusive eastbound right-turn only lane at Colfax Avenue. A review of the existing and forecast volumes at this location indicate that, during the AM peak hour, the eastbound right-turn move accommodates more than 100 vehicles per hour, and implementation of the proposed measure will improve traffic flow at the intersection. This measure will not require the removal of any existing on-street parking spaces, as shown in the conceptual drawing of the recommended improvement contained in Figure 10.

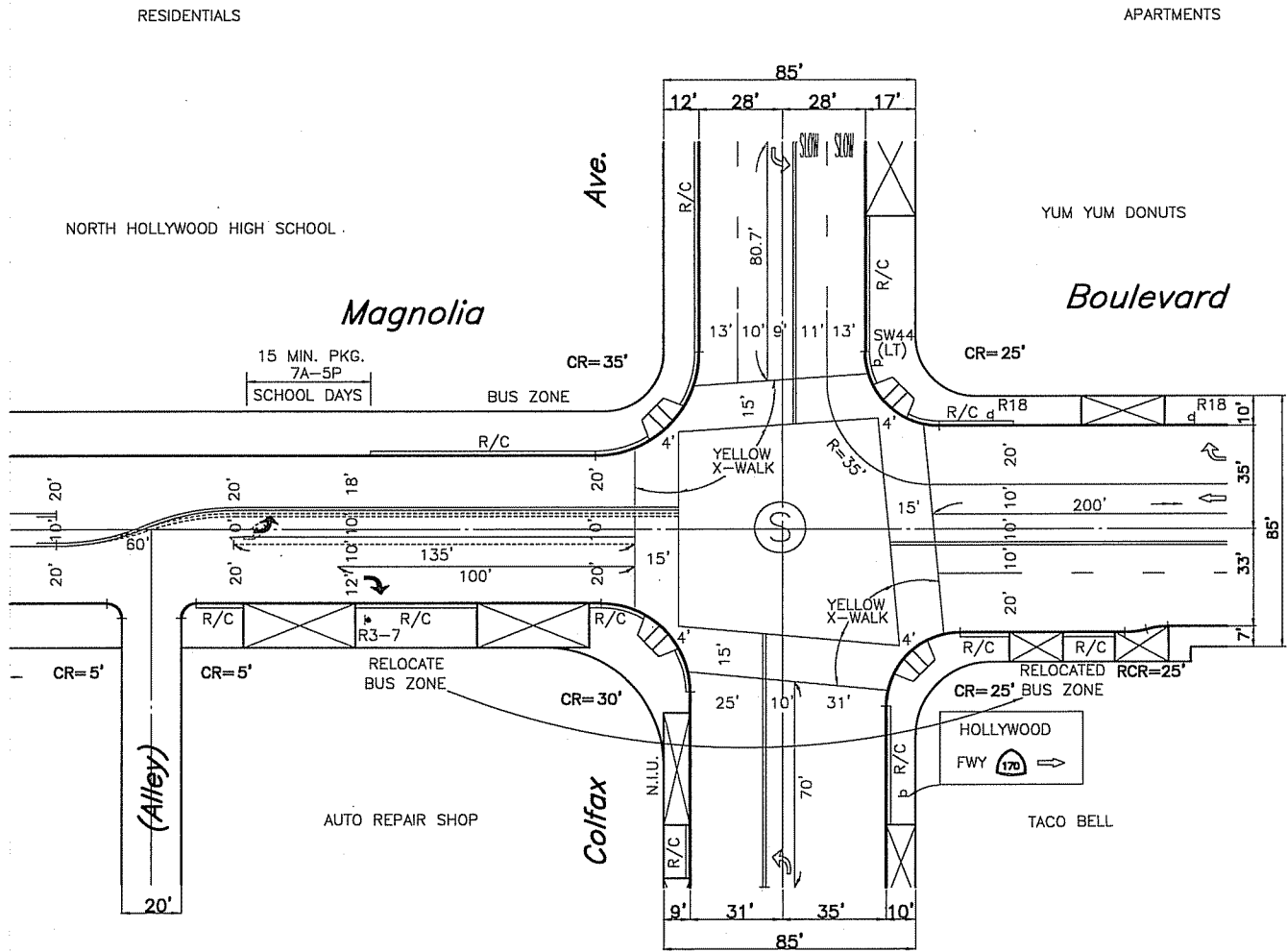


FIGURE 10

PROPOSED MITIGATION FOR
MAGNOLIA BOULEVARD AND COLFAX AVENUE



Hirsch/Green Transportation Consulting, Inc.

Further, although this analysis indicates that the proposed 11933 Magnolia Boulevard project does not significantly impact the nearby intersection of Magnolia Boulevard and Ben Avenue, the results of the previous November 26, 2008 traffic study did identify an impact related to the two adjacent projects ("Project A" and "Project B") on that intersection. While these two projects have already been approved, and are in various stages of completion, the previous analyses recommended the implementation of an improvement to the intersection of Magnolia Boulevard and Ben Avenue in order to address these impacts. Therefore, that improvement, described below, also continues to be recommended for installation in order to address the specific impacts of the "Project A" and "Project B" developments, as well as the non-significant cumulative contribution of the proposed 11933 Magnolia Boulevard project, at that location.

Magnolia Boulevard and Ben Avenue – Implement the previously-approved cumulative mitigation measure of a five to seven-foot dedication and four foot widening of the north side of Magnolia Boulevard along the projects' frontages (Projects B and C) to full Secondary Highway standards of a 45-foot half-right-of-way and a 35-foot half-street. Restripe westbound Magnolia Boulevard to install an exclusive right-turn only lane at Ben Avenue. Additionally, restripe the southbound approach of Ben Avenue at Magnolia Boulevard to install a short left-turn pocket, to improve traffic flow for this approach. This measure will require the removal of approximately three existing on street parking spaces on Ben Avenue, two along the Project B frontage, and one on the west side of Ben Avenue. However, these secondary parking-related impacts are considered acceptable in order to improve the accessibility of Ben Avenue traffic to Magnolia Boulevard. A conceptual drawing of this improvement is shown in Figure 11.

The effectiveness of the recommended mitigation measures at the two intersections were analyzed, and are summarized below in Table 9.

Table 10
Critical Movement Analysis Summary
Future (2010) With Project Plus Mitigation Conditions

Int. No.	Intersection	Peak Hour	Without Project		With 11933 Magnolia Project Only			With Project Plus Mitigation		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
5	Ben Avenue and Magnolia Boulevard	AM	0.973	E	0.977	E	0.004	0.963	E	-0.010
		PM	0.948	E	0.955	E	0.007	0.906	E	-0.042
6	Colfax Avenue and Magnolia Boulevard	AM	1.110	F	1.121	F	0.011 *	1.050	F	-0.060
		PM	1.169	F	1.175	F	0.006	1.143	F	-0.026

"*" indicates significant impact per LADOT *Traffic Study Policies and Procedures*, Revised March 2002.

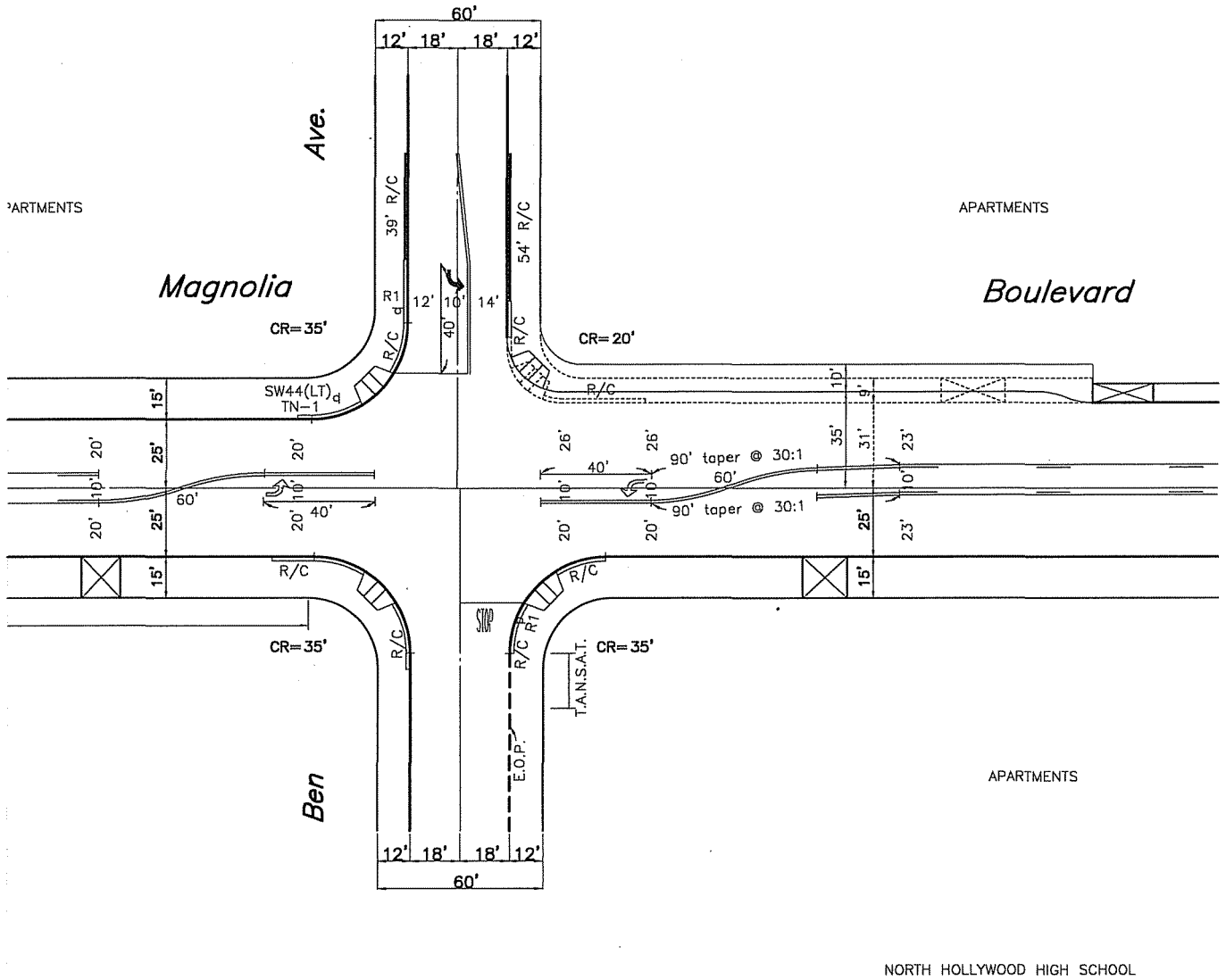


FIGURE 11

PROPOSED MITIGATION FOR
MAGNOLIA BOULEVARD AND BEN AVENUE



Hirsch/Green Transportation Consulting, Inc.

As shown in this table, the previously-recommended mitigation measures will continue to be effective not only in mitigating the anticipated nominally-significant impact of the proposed 11933 Magnolia Boulevard project itself at the intersection of Magnolia Boulevard and Colfax Avenue to less than significant levels, but will also improve the operations of the intersection of Magnolia Boulevard and Ben Avenue to better than the forecast "Without Project" conditions at that location, including the addition of new trip generated by the ongoing "Project A" and "Project B" developments. It should also be noted that these improvements were shown in the November 26, 2008 traffic study to effectively address not only the individual impacts of each of the three projects, but their cumulative impacts as well.

Finally, this supplemental analysis reviewed the potential for project-specific impacts from the proposed 11933 Magnolia Boulevard project on Ben Avenue, as in the previous "cumulative" analysis. No significant cumulative impacts from the combination of the three subject projects were identified on that street segment in the November 26, 2008 study, and a review of the project trip assignment percentages for the 11933 Magnolia Boulevard project (shown previously in Figure 4) shows that no substantial use of Ben Avenue to access the site is expected. Therefore, the project-specific impacts of this project will be less than significant.

Similarly, the previous analyses indicated that no significant impacts from the cumulative traffic generated by the three previously-analyzed projects are anticipated to occur on any of the nearby Los Angeles County Congestion Management Program (CMP) arterial monitoring intersection or freeways. As such, no significant impacts to these facilities due to the lesser traffic generated by the 11933 Magnolia Boulevard project alone are anticipated.

Conclusions

Based on this supplemental analysis of the potential specific traffic impacts of the proposed 11933 Magnolia Boulevard project, we believe that the previous analyses have been shown to be conservative in their approach, and that both analyses in combination assure that all potential traffic impacts from all three projects have been identified and fully mitigated. As a result, no further analyses or mitigation measures beyond those identified above are warranted.

Please review this document and the attached supporting data and information, and feel free to call me if you have any questions or comments.

Sincerely,



Ron Hirsch, P.E.
Principal

Attachments

ATTACHMENTS

CRITICAL MOVEMENT ANALYSIS WORKSHEETS

Future (2010) Without Project

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 1 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Chandler Boulevard
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	128		128	128
	Left/Through	0				
	Through	1	774		416	
	Through/Right	1			416	
	Right	0	58	0		
	Total Lanes	3				
Southbound	Left	1	137		137	
	Left/Through	0				
	Through	1	1,374		736	736
	Through/Right	1			736	
	Right	0	99	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						864
Eastbound	Left	1	125		125	
	Left/Through	0				
	Through	1	636		386	386
	Through/Right	1			386	
	Right	0	136	0		
	Total Lanes	3				
Westbound	Left	1	144		144	144
	Left/Through	0				
	Through	1	402		224	
	Through/Right	1			224	
	Right	0	45	0		
	Total Lanes	3				
Sum of East/West Critical Volumes						530
Total Intersection Critical Volumes						1,394
Number of Clearance Intervals		4	Intersection Capacity			1,375
Base CMA						1.014
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						0.914
Level of Service (LOS)						E

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 2 **Date** January 28, 2010
Intersection Name North/South: Ben Avenue
East/West: Chandler Boulevard (South Roadway)
Intersection Control Two-Way STOP
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	1	61	0	61	61
	Total Lanes	1				
Southbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	0	0	0		
	Total Lanes	0				
Sum of North/South Critical Volumes						61
Eastbound	Left	0	0			
	Left/Through	0				
	Through	1	804		426	426
	Through/Right	1			426	
	Right	0	47	0		
	Total Lanes	2				
Westbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	0	0	0		
	Total Lanes	0				
Sum of East/West Critical Volumes						426
Total Intersection Critical Volumes						487
Number of Clearance Intervals	0	Intersection Capacity				1,200
Base CMA						0.406
Signal Coordination	None	Signal Coordination Adjustment				0.000
Final CMA						0.406
Level of Service (LOS)						A

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 3 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Weddington Street
Intersection Control Two-Way STOP
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	49		49	49
	Left/Through	0				
	Through	1	866		440	
	Through/Right	1			440	
	Right	0	15	0		
	Total Lanes	3				
Southbound	Left	1	76		76	
	Left/Through	0				
	Through	1	1,558		802	802
	Through/Right	1			802	
	Right	0	45	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						851
Eastbound	Left	0	0			
	Left/Through	0				
	Left/Through/Right	1	0		69	69
	Through/Right	0				
	Right	0	69	0		
	Total Lanes	1				
Westbound	Left	0	6			6
	Left/Through	0				
	Left/Through/Right	1	1		67	
	Through/Right	0				
	Right	0	60	0		
	Total Lanes	1				
Sum of East/West Critical Volumes						75
Total Intersection Critical Volumes						926
Number of Clearance Intervals		0	Intersection Capacity			1,200
Base CMA						0.772
Signal Coordination		None	Signal Coordination Adjustment			0.000
Final CMA						0.772
Level of Service (LOS)						C

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 4 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Magnolia Boulevard
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	113		113	113
	Left/Through	0				
	Through	1	679		391	
	Through/Right	1			391	
	Right	0	103	0		
	Total Lanes	3				
Southbound	Left	1	148		148	
	Left/Through	0				
	Through	1	1,334		722	722
	Through/Right	1			722	
	Right	0	111	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						835
Eastbound	Left	1	100		100	
	Left/Through	0				
	Through	0	814			
	Through/Right	1			1,007	1,007
	Right	0	193	0		
	Total Lanes	2				
Westbound	Left	1	181		181	181
	Left/Through	0				
	Through	0	550			
	Through/Right	1			681	
	Right	0	131	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						1,188
Total Intersection Critical Volumes						2,023
Number of Clearance Intervals		2	Intersection Capacity			1,500
Base CMA						1.349
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						1.249
Level of Service (LOS)						F

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 5 **Date** January 28, 2010
Intersection Name North/South: Ben Avenue
East/West: Magnolia Boulevard
Intersection Control Two-Way STOP
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	0	2			2
	Left/Through	0				
	Left/Through/Right	1	10		26	
	Through/Right	0				
	Right	0	14	0		
	Total Lanes	1				
Southbound	Left	0	43			
	Left/Through	0				
	Left/Through/Right	1	1		83	83
	Through/Right	0				
	Right	0	39	0		
	Total Lanes	1				
Sum of North/South Critical Volumes						85
Eastbound	Left	1	19		19	
	Left/Through	0				
	Through	0	1,049			
	Through/Right	1			1,060	1,060
	Right	0	11	0		
	Total Lanes	2				
Westbound	Left	1	23		23	23
	Left/Through	0				
	Through	0	856			
	Through/Right	1			879	
	Right	0	23	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						1,083
Total Intersection Critical Volumes						1,168
Number of Clearance Intervals		0	Intersection Capacity			1,200
Base CMA						0.973
Signal Coordination		None	Signal Coordination Adjustment			0.000
Final CMA						0.973
Level of Service (LOS)						E

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 6 **Date** January 28, 2010
Intersection Name North/South: Colfax Avenue
East/West: Magnolia Boulevard
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	61		61	61
	Left/Through	0				
	Through	0	211			
	Through/Right	1			374	
	Right	0	163	0		
	Total Lanes	2				
Southbound	Left	1	153		153	
	Left/Through	0				
	Through	0	400			
	Through/Right	1			489	489
	Right	0	89	0		
	Total Lanes	2				
Sum of North/South Critical Volumes						550
Eastbound	Left	1	40		40	
	Left/Through	0				
	Through	0	958			
	Through/Right	1			1,062	1,062
	Right	0	104	0		
	Total Lanes	2				
Westbound	Left	1	203		203	203
	Left/Through	0				
	Through	1	719		719	
	Through/Right	0				
	Right	1	83	83	0	
	Total Lanes	3				
Sum of East/West Critical Volumes						1,265
Total Intersection Critical Volumes						1,815
Number of Clearance Intervals		2	Intersection Capacity			1,500
Base CMA						1.210
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						1.110
Level of Service (LOS)						F

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 1 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Chandler Boulevard
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	120		120	120
	Left/Through	0				
	Through	1	1,111		584	
	Through/Right	1			584	
	Right	0	58	0		
	Total Lanes	3				
Southbound	Left	1	54		54	
	Left/Through	0				
	Through	1	1,064		572	572
	Through/Right	1			572	
	Right	0	81	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						692
Eastbound	Left	1	137		137	
	Left/Through	0				
	Through	1	474		314	314
	Through/Right	1			314	
	Right	0	154	0		
	Total Lanes	3				
Westbound	Left	1	86		86	86
	Left/Through	0				
	Through	1	391		220	
	Through/Right	1			220	
	Right	0	48	0		
	Total Lanes	3				
Sum of East/West Critical Volumes						400
Total Intersection Critical Volumes						1,092
Number of Clearance Intervals		4	Intersection Capacity			1,375
Base CMA						0.794
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						0.694
Level of Service (LOS)						B

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 2 **Date** January 28, 2010
Intersection Name North/South: Ben Avenue
East/West: Chandler Boulevard (South Roadway)
Intersection Control Two-Way STOP
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	1	54	0	54	54
	Total Lanes	1				
Southbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	0	0	0		
	Total Lanes	0				
Sum of North/South Critical Volumes						54
Eastbound	Left	0	0			
	Left/Through	0				
	Through	1	535		281	281
	Through/Right	1			281	
	Right	0	27	0		
	Total Lanes	2				
Westbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	0	0	0		
	Total Lanes	0				
Sum of East/West Critical Volumes						281
Total Intersection Critical Volumes						335
Number of Clearance Intervals	0	Intersection Capacity				1,200
Base CMA						0.279
Signal Coordination	None	Signal Coordination Adjustment				0.000
Final CMA						0.279
Level of Service (LOS)						A

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 3 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Weddington Street
Intersection Control Two-Way STOP
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	32		32	
	Left/Through	0				
	Through	1	1,283		665	665
	Through/Right	1			665	
	Right	0	47	0		
	Total Lanes	3				
Southbound	Left	1	43		43	43
	Left/Through	0				
	Through	1	1,154		589	
	Through/Right	1			589	
	Right	0	24	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						708
Eastbound	Left	0	11			11
	Left/Through	0				
	Left/Through/Right	1	0		55	
	Through/Right	0				
	Right	0	44	0		
	Total Lanes	1				
Westbound	Left	0	20			
	Left/Through	0				
	Left/Through/Right	1	0		84	84
	Through/Right	0				
	Right	0	64	0		
	Total Lanes	1				
Sum of East/West Critical Volumes						95
Total Intersection Critical Volumes						803
Number of Clearance Intervals		0	Intersection Capacity			1,200
Base CMA						0.669
Signal Coordination		None	Signal Coordination Adjustment			0.000
Final CMA						0.669
Level of Service (LOS)						B

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 4 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Magnolia Boulevard
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	218		218	218
	Left/Through	0				
	Through	1	1,062		610	
	Through/Right	1			610	
	Right	0	158	0		
	Total Lanes	3				
Southbound	Left	1	133		133	
	Left/Through	0				
	Through	1	920		536	536
	Through/Right	1			536	
	Right	0	152	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						754
Eastbound	Left	1	150		150	
	Left/Through	0				
	Through	0	765			
	Through/Right	1			930	930
	Right	0	165	0		
	Total Lanes	2				
Westbound	Left	1	183		183	183
	Left/Through	0				
	Through	0	708			
	Through/Right	1			848	
	Right	0	140	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						1,113
Total Intersection Critical Volumes						1,867
Number of Clearance Intervals		2	Intersection Capacity			1,500
Base CMA						1.245
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						1.145
Level of Service (LOS)						F

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 5 **Date** January 28, 2010
Intersection Name North/South: Ben Avenue
East/West: Magnolia Boulevard
Intersection Control Two-Way STOP
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	0	3			3
	Left/Through	0				
	Left/Through/Right	1	2		22	
	Through/Right	0				
	Right	0	17	0		
	Total Lanes	1				
Southbound	Left	0	22			
	Left/Through	0				
	Left/Through/Right	1	1		51	51
	Through/Right	0				
	Right	0	28	0		
	Total Lanes	1				
Sum of North/South Critical Volumes						54
Eastbound	Left	1	44		44	44
	Left/Through	0				
	Through	0	1,002			
	Through/Right	1			1,016	
	Right	0	14	0		
	Total Lanes	2				
Westbound	Left	1	12		12	
	Left/Through	0				
	Through	0	989			
	Through/Right	1			1,039	1,039
	Right	0	50	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						1,083
Total Intersection Critical Volumes						1,137
Number of Clearance Intervals	0.			Intersection Capacity		1,200
				Base CMA		0.948
Signal Coordination	None			Signal Coordination Adjustment		0.000
				Final CMA		0.948
				Level of Service (LOS)		E

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 6 **Date** January 28, 2010
Intersection Name North/South: Colfax Avenue
East/West: Magnolia Boulevard
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) Without Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	69		69	
	Left/Through	0				
	Through	0	376			
	Through/Right	1			527	527
	Right	0	151	0		
	Total Lanes	2				
Southbound	Left	1	136		136	136
	Left/Through	0				
	Through	0	369			
	Through/Right	1			421	
	Right	0	52	0		
	Total Lanes	2				
Sum of North/South Critical Volumes						663
Eastbound	Left	1	38		38	
	Left/Through	0				
	Through	0	1,012			
	Through/Right	1			1,059	1,059
	Right	0	47	0		
	Total Lanes	2				
Westbound	Left	1	182		182	182
	Left/Through	0				
	Through	1	920		920	
	Through/Right	0				
	Right	1	123	68	55	
	Total Lanes	3				
Sum of East/West Critical Volumes						1,241
Total Intersection Critical Volumes						1,904
Number of Clearance Intervals		2	Intersection Capacity			1,500
Base CMA						1.269
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						1.169
Level of Service (LOS)						F

Future (2010) With Project

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 1 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Chandler Boulevard
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	129		129	129
	Left/Through	0				
	Through	1	778		418	
	Through/Right	1			418	
	Right	0	58	0		
	Total Lanes	3				
Southbound	Left	1	137		137	
	Left/Through	0				
	Through	1	1,375		737	737
	Through/Right	1			737	
	Right	0	99	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						866
Eastbound	Left	1	125		125	
	Left/Through	0				
	Through	1	636		386	386
	Through/Right	1			386	
	Right	0	136	0		
	Total Lanes	3				
Westbound	Left	1	144		144	144
	Left/Through	0				
	Through	1	402		224	
	Through/Right	1			224	
	Right	0	45	0		
	Total Lanes	3				
Sum of East/West Critical Volumes						530
Total Intersection Critical Volumes						1,396
Number of Clearance Intervals		4	Intersection Capacity			1,375
Base CMA						1.015
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						0.915
Level of Service (LOS)						E

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 2 **Date** January 28, 2010
Intersection Name North/South: Ben Avenue
East/West: Chandler Boulevard (South Roadway)
Intersection Control Two-Way STOP
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	1	61	0	61	61
	Total Lanes	1				
Southbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	0	0	0		
	Total Lanes	0				
Sum of North/South Critical Volumes						61
Eastbound	Left	0	0			
	Left/Through	0				
	Through	1	804		426	426
	Through/Right	1			426	
	Right	0	47	0		
	Total Lanes	2				
Westbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	0	0	0		
	Total Lanes	0				
Sum of East/West Critical Volumes						426
Total Intersection Critical Volumes						487
Number of Clearance Intervals		0	Intersection Capacity			1,200
			Base CMA			0.406
Signal Coordination		None	Signal Coordination Adjustment			0.000
			Final CMA			0.406
			Level of Service (LOS)			A

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 3 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Weddington Street
Intersection Control Two-Way STOP
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	49		49	49
	Left/Through	0				
	Through	1	871		443	
	Through/Right	1			443	
	Right	0	15	0		
	Total Lanes	3				
Southbound	Left	1	76		76	
	Left/Through	0				
	Through	1	1,559		802	802
	Through/Right	1			802	
	Right	0	45	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						851
Eastbound	Left	0	0			
	Left/Through	0				
	Left/Through/Right	1	0		69	69
	Through/Right	0				
	Right	0	69	0		
	Total Lanes	1				
Westbound	Left	0	6			6
	Left/Through	0				
	Left/Through/Right	1	1		67	
	Through/Right	0				
	Right	0	60	0		
	Total Lanes	1				
Sum of East/West Critical Volumes						75
Total Intersection Critical Volumes						926
Number of Clearance Intervals		0	Intersection Capacity			1,200
Base CMA						0.772
Signal Coordination		None	Signal Coordination Adjustment			0.000
Final CMA						0.772
Level of Service (LOS)						C

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 4 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Magnolia Boulevard
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	113		113	113
	Left/Through	0				
	Through	1	679		392	
	Through/Right	1			392	
	Right	0	105	0		
	Total Lanes	3				
Southbound	Left	1	149		149	
	Left/Through	0				
	Through	1	1,334		722	722
	Through/Right	1			722	
	Right	0	111	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						835
Eastbound	Left	1	100		100	
	Left/Through	0				
	Through	0	815			
	Through/Right	1			1,008	1,008
	Right	0	193	0		
	Total Lanes	2				
Westbound	Left	1	188		188	188
	Left/Through	0				
	Through	0	553			
	Through/Right	1			689	
	Right	0	136	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						1,196
Total Intersection Critical Volumes						2,031
Number of Clearance Intervals		2	Intersection Capacity			1,500
Base CMA						1.354
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						1.254
Level of Service (LOS)						F

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 5 **Date** January 28, 2010
Intersection Name North/South: Ben Avenue
East/West: Magnolia Boulevard
Intersection Control Two-Way STOP
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	0	2			2
	Left/Through	0				
	Left/Through/Right	1	10		26	
	Through/Right	0				
	Right	0	14	0		
	Total Lanes	1				
Southbound	Left	0	43			
	Left/Through	0				
	Left/Through/Right	1	1		83	83
	Through/Right	0				
	Right	0	39	0		
	Total Lanes	1				
Sum of North/South Critical Volumes						85
Eastbound	Left	1	19		19	
	Left/Through	0				
	Through	0	1,053			
	Through/Right	1			1,064	1,064
	Right	0	11	0		
	Total Lanes	2				
Westbound	Left	1	23		23	23
	Left/Through	0				
	Through	0	871			
	Through/Right	1			894	
	Right	0	23	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						1,087
Total Intersection Critical Volumes						1,172
Number of Clearance Intervals		0	Intersection Capacity			1,200
Base CMA						0.977
Signal Coordination		None	Signal Coordination Adjustment			0.000
Final CMA						0.977
Level of Service (LOS)						E

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 6 **Date** January 28, 2010
Intersection Name North/South: Colfax Avenue
East/West: Magnolia Boulevard
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	62		62	62
	Left/Through	0				
	Through	0	211			
	Through/Right	1			374	
	Right	0	163	0		
	Total Lanes	2				
Southbound	Left	1	153		153	
	Left/Through	0				
	Through	0	400			
	Through/Right	1			490	490
	Right	0	90	0		
	Total Lanes	2				
Sum of North/South Critical Volumes						552
Eastbound	Left	1	44		44	
	Left/Through	0				
	Through	0	970			
	Through/Right	1			1,077	1,077
	Right	0	107	0		
	Total Lanes	2				
Westbound	Left	1	203		203	203
	Left/Through	0				
	Through	1	722		722	
	Through/Right	0				
	Right	1	83	83	0	
	Total Lanes	3				
Sum of East/West Critical Volumes						1,280
Total Intersection Critical Volumes						1,832
Number of Clearance Intervals		2	Intersection Capacity			1,500
Base CMA						1.221
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						1.121
Level of Service (LOS)						F

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 1 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Chandler Boulevard
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	121		121	121
	Left/Through	0				
	Through	1	1,113		586	
	Through/Right	1			586	
	Right	0	58	0		
	Total Lanes	3				
Southbound	Left	1	54		54	
	Left/Through	0				
	Through	1	1,066		574	574
	Through/Right	1			574	
	Right	0	81	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						695
Eastbound	Left	1	137		137	
	Left/Through	0				
	Through	1	474		314	314
	Through/Right	1			314	
	Right	0	155	0		
	Total Lanes	3				
Westbound	Left	1	86		86	86
	Left/Through	0				
	Through	1	391		220	
	Through/Right	1			220	
	Right	0	48	0		
	Total Lanes	3				
Sum of East/West Critical Volumes						400
Total Intersection Critical Volumes						1,095
Number of Clearance Intervals 4						Intersection Capacity 1,375
						Base CMA 0.796
Signal Coordination ATSAC + ATCS						Signal Coordination Adjustment -0.100
						Final CMA 0.696
						Level of Service (LOS) B

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 2 **Date** January 28, 2010
Intersection Name North/South: Ben Avenue
East/West: Chandler Boulevard (South Roadway)
Intersection Control Two-Way STOP
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	1	54	0	54	54
	Total Lanes	1				
Southbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	0	0	0		
	Total Lanes	0				
Sum of North/South Critical Volumes						54
Eastbound	Left	0	0			
	Left/Through	0				
	Through	1	535		281	281
	Through/Right	1			281	
	Right	0	27	0		
	Total Lanes	2				
Westbound	Left	0	0			
	Left/Through	0				
	Through	0	0			
	Through/Right	0				
	Right	0	0	0		
	Total Lanes	0				
Sum of East/West Critical Volumes						281
Total Intersection Critical Volumes						335
Number of Clearance Intervals		0	Intersection Capacity			1,200
Base CMA						0.279
Signal Coordination		None	Signal Coordination Adjustment			0.000
Final CMA						0.279
Level of Service (LOS)						A

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 3 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Weddington Street
Intersection Control Two-Way STOP
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	32		32	
	Left/Through	0				
	Through	1	1,286		666	666
	Through/Right	1			666	
	Right	0	47	0		
	Total Lanes	3				
Southbound	Left	1	43		43	43
	Left/Through	0				
	Through	1	1,158		591	
	Through/Right	1			591	
	Right	0	24	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						709
Eastbound	Left	0	11			11
	Left/Through	0				
	Left/Through/Right	1	0		55	
	Through/Right	0				
	Right	0	44	0		
	Total Lanes	1				
Westbound	Left	0	20			
	Left/Through	0				
	Left/Through/Right	1	0		84	84
	Through/Right	0				
	Right	0	64	0		
	Total Lanes	1				
Sum of East/West Critical Volumes						95
Total Intersection Critical Volumes						804
Number of Clearance Intervals		0	Intersection Capacity			1,200
			Base CMA			0.670
Signal Coordination		None	Signal Coordination Adjustment			0.000
			Final CMA			0.670
			Level of Service (LOS)			B

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 4 **Date** January 28, 2010
Intersection Name North/South: Laurel Canyon Boulevard
East/West: Magnolia Boulevard
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	218		218	218
	Left/Through	0				
	Through	1	1,062		614	
	Through/Right	1			614	
	Right	0	166	0		
	Total Lanes	3				
Southbound	Left	1	137		137	
	Left/Through	0				
	Through	1	920		536	536
	Through/Right	1			536	
	Right	0	152	0		
	Total Lanes	3				
Sum of North/South Critical Volumes						754
Eastbound	Left	1	150		150	
	Left/Through	0				
	Through	0	768			
	Through/Right	1			933	933
	Right	0	165	0		
	Total Lanes	2				
Westbound	Left	1	187		187	187
	Left/Through	0				
	Through	0	710			
	Through/Right	1			853	
	Right	0	143	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						1,120
Total Intersection Critical Volumes						1,874
Number of Clearance Intervals		2	Intersection Capacity			1,500
Base CMA						1.249
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						1.149
Level of Service (LOS)						F

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 5 **Date** January 28, 2010
Intersection Name North/South: Ben Avenue
East/West: Magnolia Boulevard
Intersection Control Two-Way STOP
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	0	3			3
	Left/Through	0				
	Left/Through/Right	1	2		22	
	Through/Right	0				
	Right	0	17	0		
	Total Lanes	1				
Southbound	Left	0	22			
	Left/Through	0				
	Left/Through/Right	1	1		51	51
	Through/Right	0				
	Right	0	28	0		
	Total Lanes	1				
Sum of North/South Critical Volumes						54
Eastbound	Left	1	44		44	44
	Left/Through	0				
	Through	0	1,017			
	Through/Right	1			1,031	
	Right	0	14	0		
	Total Lanes	2				
Westbound	Left	1	12		12	
	Left/Through	0				
	Through	0	998			
	Through/Right	1			1,048	1,048
	Right	0	50	0		
	Total Lanes	2				
Sum of East/West Critical Volumes						1,092
Total Intersection Critical Volumes						1,146
Number of Clearance Intervals		0	Intersection Capacity			1,200
Base CMA						0.955
Signal Coordination		None	Signal Coordination Adjustment			0.000
Final CMA						0.955
Level of Service (LOS)						E

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 6 **Date** January 28, 2010
Intersection Name North/South: Colfax Avenue
East/West: Magnolia Boulevard
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) With Project

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	72		72	
	Left/Through	0				
	Through	0	376			
	Through/Right	1			527	527
	Right	0	151	0		
	Total Lanes	2				
Southbound	Left	1	136		136	136
	Left/Through	0				
	Through	0	369			
	Through/Right	1			425	
	Right	0	56	0		
	Total Lanes	2				
Sum of North/South Critical Volumes						663
Eastbound	Left	1	40		40	
	Left/Through	0				
	Through	0	1,019			
	Through/Right	1			1,067	1,067
	Right	0	48	0		
	Total Lanes	2				
Westbound	Left	1	182		182	182
	Left/Through	0				
	Through	1	932		932	
	Through/Right	0				
	Right	1	123	68	55	
	Total Lanes	3				
Sum of East/West Critical Volumes						1,249
Total Intersection Critical Volumes						1,912
Number of Clearance Intervals		2	Intersection Capacity			1,500
Base CMA						1.275
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						1.175
Level of Service (LOS)						F

Future (2010) With Project Plus Mitigation

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 5 **Date** January 28, 2010
Intersection Name North/South: Ben Avenue
East/West: Magnolia Boulevard
Intersection Control Two-Way STOP
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) With Project Plus Mitigation

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	0	2			
	Left/Through	0				
	Left/Through/Right	1	10		26	26
	Through/Right	0				
	Right	0	14	0		
	Total Lanes	1				
Southbound	Left	1	43		43	43
	Left/Through	0				
	Through	0	1			
	Through/Right	1			40	
	Right	0	39	0		
	Total Lanes	2				
Sum of North/South Critical Volumes						69
Eastbound	Left	1	19		19	
	Left/Through	0				
	Through	0	1,053			
	Through/Right	1			1,064	1,064
	Right	0	11	0		
	Total Lanes	2				
Westbound	Left	1	23		23	23
	Left/Through	0				
	Through	1	871		871	
	Through/Right	0				
	Right	1	23	22	1	
	Total Lanes	3				
Sum of East/West Critical Volumes						1,087
Total Intersection Critical Volumes						1,156
Number of Clearance Intervals		0	Intersection Capacity			1,200
Base CMA						0.963
Signal Coordination		None	Signal Coordination Adjustment			0.000
Final CMA						0.963
Level of Service (LOS)						E

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 6 **Date** January 28, 2010
Intersection Name North/South: Colfax Avenue
East/West: Magnolia Boulevard
Intersection Control Signalized
Analysis Period AM Peak Hour
Analysis Scenario Future (2010) With Project Plus Mitigation

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	62		62	62
	Left/Through	0				
	Through	0	211			
	Through/Right	1			374	
	Right	0	163	0		
	Total Lanes	2				
Southbound	Left	1	153		153	
	Left/Through	0				
	Through	0	400			
	Through/Right	1			490	490
	Right	0	90	0		
	Total Lanes	2				
Sum of North/South Critical Volumes						552
Eastbound	Left	1	44		44	
	Left/Through	0				
	Through	1	970		970	970
	Through/Right	0				
	Right	1	107	31	76	
	Total Lanes	3				
Westbound	Left	1	203		203	203
	Left/Through	0				
	Through	1	722		722	
	Through/Right	0				
	Right	1	83	83	0	
	Total Lanes	3				
Sum of East/West Critical Volumes						1,173
Total Intersection Critical Volumes						1,725
Number of Clearance Intervals		2	Intersection Capacity			1,500
Base CMA						1.150
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						1.050
Level of Service (LOS)						F

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 5 **Date** January 28, 2010
Intersection Name North/South: Ben Avenue
East/West: Magnolia Boulevard
Intersection Control Two-Way STOP
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) With Project Plus Mitigation

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	0	3			
	Left/Through	0				
	Left/Through/Right	1	2		22	22
	Through/Right	0				
	Right	0	17	0		
	Total Lanes	1				
Southbound	Left	1	22		22	22
	Left/Through	0				
	Through	0	1			
	Through/Right	1			29	
	Right	0	28	0		
	Total Lanes	2				
Sum of North/South Critical Volumes						44
Eastbound	Left	1	44		44	
	Left/Through	0				
	Through	0	1,017			
	Through/Right	1			1,031	1,031
	Right	0	14	0		
	Total Lanes	2				
Westbound	Left	1	12		12	12
	Left/Through	0				
	Through	1	998		998	
	Through/Right	0				
	Right	1	50	11	39	
	Total Lanes	3				
Sum of East/West Critical Volumes						1,043
Total Intersection Critical Volumes						1,087
Number of Clearance Intervals		0	Intersection Capacity			1,200
Base CMA						0.906
Signal Coordination		None	Signal Coordination Adjustment			0.000
Final CMA						0.906
Level of Service (LOS)						E

Hirsch/Green Transportation Consulting, Inc.
Critical Movement Analysis (CMA) Worksheet

Project Name Magnolia Condos Update (11933 Magnolia Alone)
Intersection Number 6 **Date** January 28, 2010
Intersection Name North/South: Colfax Avenue
East/West: Magnolia Boulevard
Intersection Control Signalized
Analysis Period PM Peak Hour
Analysis Scenario Future (2010) With Project Plus Mitigation

Approach Direction	Lane Type	No. of Lanes	Approach Volumes	Right-Turn on Red	Assigned Lane Volumes	Critical Moves
Northbound	Left	1	72		72	
	Left/Through	0				
	Through	0	376			
	Through/Right	1			527	527
	Right	0	151	0		
	Total Lanes	2				
Southbound	Left	1	136		136	136
	Left/Through	0				
	Through	0	369			
	Through/Right	1			425	
	Right	0	56	0		
	Total Lanes	2				
Sum of North/South Critical Volumes						663
Eastbound	Left	1	40		40	
	Left/Through	0				
	Through	1	1,019		1,019	1,019
	Through/Right	0				
	Right	1	48	48	0	
	Total Lanes	3				
Westbound	Left	1	182		182	182
	Left/Through	0				
	Through	1	932		932	
	Through/Right	0				
	Right	1	123	68	55	
	Total Lanes	3				
Sum of East/West Critical Volumes						1,201
Total Intersection Critical Volumes						1,864
Number of Clearance Intervals		2	Intersection Capacity			1,500
Base CMA						1.243
Signal Coordination		ATSAC + ATCS	Signal Coordination Adjustment			-0.100
Final CMA						1.143
Level of Service (LOS)						F

>>> "nicki fowler" <nickifowler@sbcglobal.net> 1/28/2010 12:25 PM >>>
Ms. Lattimore;

I would like to add my name to the objections voiced by my neighbors regarding the project moving forward at 11933 Magnolia Blvd., Valley Village.

Realizing that there are issues that need to be addressed before any approval should be forthcoming, I urge you and your colleagues to re-examine the various and serious errors and omissions that have not been resolved.

Just the question of a corrected Traffic Study needed, incorrect zoning and site plan along the Planning Department failing to follow its own protocol is serious enough for a revaluation to be done, not to mention the Shade and Shadow affecting the neighbors. (The impact of which is of major concern for me as the proposed construction will completely obliterate my privacy and light as every window in my unit will be looking directly into the adjoining building right next to me). The Shade and Shadow study by the developer was refuted by the communities' own expert's report.

There are enough incorrect and flawed aspects in this file that raises a "red" flag that we respectfully ask for an investigation.

Nicki Fowler, homeowner

11911 Magnolia Blvd. #32

Valley Village, CA. 91607

>>> Sandy Hubbard <sandy_hubbard@sbcglobal.net> 1/28/2010 2:21 PM >>>
Dear Ms. Lattimore,

Please add the following to the public file 10-0017 and 10-0017S1, DIR-2008-1178-DB-SPP, ENV-2008-1179-MND.

Thank you for your assistance!

Sandy Hubbard
(323) 965-3785
sandy_hubbard@sbcglobal.net
11911 Magnolia Blvd., Unit 10, Valley Village, CA 91607

----- Forwarded Message -----

From: Sandy Hubbard <sandy_hubbard@sbcglobal.net>
To: councilman.rosendahl@lacity.org; councilmember.alarcon@lacity.org; councilmember.cardenas@lacity.org; councilmember.garcetti@lacity.org; councilmember.koretz@lacity.org; councilmember.wesson@lacity.org; councilmember.zine@lacity.org; Councilman Greig Smith <councilmember.smith@lacity.org>; Jan.Perry@lacity.org; councilmember.hahn@lacity.org; councilmember.huizar@lacity.org; councilmember.parks@lacity.org; councilmember.Labonge@lacity.org
Cc: councilmember.Krekorian@lacity.org; councilmember.reyes@lacity.org
Sent: Thu, January 28, 2010 2:17:29 PM
Subject: Friday's agenda, items 4 and 5, Council File 10-0017 and 10-0017S1, DIR-2008-1178-DB-SPP, ENV-2008-1179-MND

Esteemed Council Members,

Once again we will appear before you with an appeal of the 11933 Magnolia project in Valley Village. Two years ago, the Honorable Council Members determined that the developer of this parcel should pay additional tenant relocation fees to those evicted that were elderly or disabled. (To this date, the developer has not paid that \$40,000 to those were displaced by the project he ultimately chose not to develop.)

With this new project there are serious issues that require re-evaluation, some of which we list below. They include an invalid traffic study coupled with safety concerns, a net loss of affordable housing, lack of an economic feasibility study, inconsistency of policy implementation & procedural protocols, an improper waiver to the Site Plan Review, and incorrect zoning (an AB283 miss).

On Friday's agenda items 4 and 5, Council File 10-0017 and 10-0017S1, we would ask that you support Council Members Reyes' and Krekorian' PLUM motion; grant us our appeal and the CEQA appeal; deny the project on all grounds; and reject the Director's Determination on all grounds, as there are many outstanding issues raised with the Site Plan Review, Zoning and other relevant but as of yet unaddressed items.

Thanking you in advance for your consideration and your time.

Respectfully,
Sandy Hubbard
sandy_hubbard@sbcglobal.net
323/965-3785 (day) and 818/631-4471 (cell)

11933 Magnolia Appeal Pertinent Fact Sheet

1. Cumulative Traffic Impacts An impartial professional was commissioned to evaluate the traffic study submitted by Hirsch & Green. His findings: The city's traffic study significantly understates project trip generation by 67% (1,596 v. 955) and finds that the city's mitigation measures are likely insufficient at 4 of the intersections.

2. This project violates the CEQA Thresholds Guide for Shade and Shadow The City of LA CEQA Thresholds Guide states that "a project impact would normally be considered significant if shadow sensitive uses would be shaded by the project for more than 3 hours between 9 a.m.-3 p.m. from late October to early April, or for more than 4 hours between 9 a.m.-5 p.m. from early April to late October," and that the importance of this is to check the impact of routinely useable outdoor spaces of neighboring land uses, such as pools, balconies and common open space. A community-commissioned Shade/Shadow Study performed by a professional in this field showed that the City had NOT met these findings, however, her report wasn't considered at the hearing.

3. 2 studies commissioned by the community provided evidence that a smaller project would also have been economically feasible, yet still provide 12 VLI units Planning did not ask the developer to supply economic feasibility information in order to

provide financial justification for the height incentive request. A specialist in this field was commissioned to create a sample pro forma of this project and estimated costs for building this project in 4 different ways, showing that the height incentive was not needed to achieve affordable housing. The city can still make findings that refute the assertion that the incentives requested were required to make the project economically feasible.

4. Project Created Net Loss of 39 Affordable Housing Units The proposed project of 146 units displaced 51 units of affordable housing in order to replace it with only 12 VLLs. This is a net loss to the City of 39 units, or 76% of the on-the-ground affordable housing units.

5. The Zoning on this property is incorrect, and should have been down zoned to RD1.5 as part of the AB 283 Zoning/Community Plan Consistency Program This is relevant for modification, because it's wrong, and going forward would change the base number of units applicable to any Project, and is therefore critical to the calculation of the density bonus as mandated by the statute and/or the City's Implementing Ordinance.

6. Planning failed to follow its own protocol, and the law in effect at the time, when evaluating the materials presented by the developer (a) Project notification was sent 3 different times to the community, with major errors in each of the notifications, necessitating new mailings. (b) The Developer's application was NOT deemed complete until March of 2009, so we disagree with Planning Department's statement that the City's DB Ordinance does not apply to this project. (c) Two different City employees, acting as agents of the City in their various job capacities (one of them a department head), specifically informed Planning Staff and City residents that the procedures of a Department memo must be followed, yet Planning failed to implement its own protocol.

7. Reinstatement of Conditions previously granted The community asked the Planning Department to reinstate certain conditions which had previously been authorized by the City Council for the prior condo project approval, including the relocation monies for previous tenants, public notification of construction progress impacts, posted no-left turn signs in underground garage, etc. Since these conditions were approved by City Council previously, and accepted by the community and the developer as appropriate, they should all be reinstated to this project with the same level of validity.

The lead agency had been advised, and should have found for all of the reasons listed above and within the hearing materials, that a fair argument had been presented indicating the project would have a significant cumulative effect on the environment.

Over 15 Neighborhood Councils and Homeowner Associations have submitted letters of support to this appeal, and there have been many Community Impact Statements submitted as well.

We therefore respectfully request that City Council:

- 1) Grant us our appeal and the CEQA appeal; deny the project; reject the Director's Determination;
- 2) Require that the property be downzoned in accordance with AB 283;
- 3) Require that all non project-specific conditions reached in accordance with the developer on VTT 67012 be added to all future project mitigations, so that the displaced tenants finally

>>> "Jennifer Reed" <jenhar@earthlink.net> 1/28/2010 5:52 PM >>>
Dear Ms. Lattimore,

Please add the following to the Council Files 10-0017 and 10-0017S1, re: DIR-2008-1178-DB-SPP, ENV-2008-1179-MND.

Thank you for your assistance,

Jennifer Reed

January 28, 2010

Dear Honorable Council Members,

Please support Council Members Reyes' and Krekorian' PLUM motion and the APPEAL of Friday, January 29th, 2010's City Council agenda items 4 and 5, (Council File 10-0017 and 10-0017-S1) If you have any hesitations, you may want to look up the Council Files to see the MANY testimonials and Neighborhood Councils letters of support and CIS statements.

The community has enormous reason to object to this 11933 Magnolia Project - and we do on many, many issues.

Planning and the Developer's representatives to this day will still not specifically identify the specific Government Code under which this project has been approved because they used a little of this and a little of that to skirt the requirements of either alone. They have chosen to mix and match between the State GC 65915 and the LA Enabling Ordinance illegally. As Ben Resnick for JBMB testified at the PLUM hearing on January 19th, 2010:

QUESTION: So is it your position now that this project was approved or should have been approved under the City's ordinance or under SB1818 without the benefit of the menu list in the ordinance?

BEN RESNICK: I'm not taking a position on that issue. I'm not here to debate which way it goes because whether you do it under the implementing ordinance or you do it under the City's ordinance, SB1818 dominates. It is the preemptive ordinance. And this request falls within the SB1818 guidelines. The, I leave it as to whether or not you think it's the, or the ordinance applies or the interim.

The traffic report prepared for this project was flawed and did not investigate properly the effects of this mammoth project land-locked on Magnolia Blvd, a substandard secondary highway (one lane of traffic both ways). Only last night, a homeowner in the adjacent single family neighborhood come forward at the Neighborhood Council meeting to inform them that he had collected a petition of 50 homeowners who are already threatened by the amount of CUT THRU TRAFFIC as cars try to avoid the Magnolia Blvd tie-ups. He told of increasing life threatening accidents on these side streets which are unimproved with no sidewalks or medians, with children and dogs and strollers and people walking in the streets. Cars are trying to avoid the intersections at Laurel Canyon and Magnolia, cutting thru, speeding and even running the stop signs. You can't densify an area that doesn't have the infrastructure to support it.

Even though the community pointed out time and again to Planning that the two parcels fronting on Magnolia had been an AB-283 miss and were subject to downzoning per those guidelines, Planning pursued a course of informing the City Planning Commission that they should "not to consider this".

Please vote to grant us our appeal and the CEQA appeal; deny the project on all grounds; and reject the Director's Determination on all grounds, as there are many outstanding issues raised with the Site Plan Review, Zoning and other relevant but as of yet unaddressed items.

Thank you for your time and attention.

Respectfully,

Jennifer Reed

Valley Village

If you haven't received it before, here is a fact sheet.

11933 Magnolia Appeal Pertinent Fact Sheet

1. Cumulative Traffic Impacts An impartial professional was commissioned to evaluate the traffic study submitted by Hirsch & Green. His findings: The city's traffic study significantly understates project trip generation by 67% (1,596 v. 955) and finds that the city's mitigation measures are likely insufficient at 4 of the intersections.

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The lead agency had been advised, and should have found for all of the reasons listed above and within the hearing materials, that a fair argument had been presented indicating the project would have a significant cumulative effect on the environment.

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We therefore respectfully request that City Council:

1) Grant us our appeal and the CEQA appeal; deny the project; reject the Director's Determination;

2) Require that the property be downzoned in accordance with AB 283;

3) Require that all non project-specific conditions reached in accordance with the developer on VTT 67012 be added to all future project mitigations, so that the displaced tenants finally receive their relocation funds as originally mandated by City Council.