III. K. TRANSPORTATION AND CIRCULATION

This section presents the findings of the traffic study for the proposed project, prepared by Overland Traffic Consultants in January 2014 and updated in October 2014. The parameters for this study were developed with the City of Los Angeles Department of Transportation (LADOT). The study intersections were determined based on proximity to the project, the traffic assignment to the roadways and the estimated amount of project-generated traffic that would have the potential to create significant traffic impacts. The study is included in its entirety in **Appendix H** of this Draft EIR.

EXISTING CONDITIONS

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

EXISTING STREET SYSTEM

Overview

Project Area

The project is located in the Chatsworth – Porter Ranch Community plan area located approximately 22 miles northwest of downtown Los Angeles. Light industrial and limited commercial land uses surround the project site, with single-family residential land uses further to the north and south. The study area for analyzed intersections extends from Lassen Street on the north to Roscoe Boulevard on the south, and from Mason Avenue on the west to Corbin Avenue on the east.

Street Descriptions

Winnetka Avenue, adjacent to the project site is a north-south class II major highway. Winnetka Avenue provides two lanes in the each direction, median channelization and bike lanes between Devonshire Street and Gault Street. The posted speed limit is 40 mph at Prairie Street. The street is developed with residential uses north of Plummer Street and industrial uses south of Plummer Street. The Pacific Theater complex and supporting retail center is located adjacent to the project site along the west side of Winnetka Avenue south of Prairie Street. On street parking is not allowed adjacent to the project site.

Corbin Avenue is a north-south secondary highway. The street is also developed with residential uses north of Plummer Street and industrial uses south of Plummer Street. In the vicinity of the project, Corbin Avenue provides two lanes in the each direction with left-turn channelization. A third northbound lane is added between Parthenia Street and Plummer Street. A third southbound lane is provided between Dearborn Street and Nordhoff Street/Nordhoff Way. The roadway width varies and on-street parking is permitted where the roadway width is sufficient. There are bike lanes on Corbin Avenue north of Lassen Street.

Mason Avenue is a north-south secondary highway providing two lanes in the each direction and on-street parking. There is an at-grade rail crossing south of Prairie Street.

Prairie Street is an east-west collector street adjacent to the project site with a western terminus at De Soto Avenue; the roadway changes its name to Lurline Avenue west of Mason Avenue. The eastern terminus of Prairie Street is located at the Northridge Fashion Center at Shirley Avenue. The roadway provides one lane in each direction, median channelization and bike lanes.

Lassen Street is an east-west secondary highway providing two lanes in each direction, left turn channelization and on-street parking. The posted speed limit on Lassen Street is 40 MPH. The intersection with Winnetka Avenue is traffic signal controlled. Plummer Street is an east-west secondary highway in the vicinity of the project.

Plummer Street provides two lanes in each direction with left turn channelization and on street parking. Plummer Street is a designated bicycle route with a class II bikeway (bicycle lanes) east of Winnetka Avenue and a class III bikeway (shared facility) west of Winnetka Avenue.

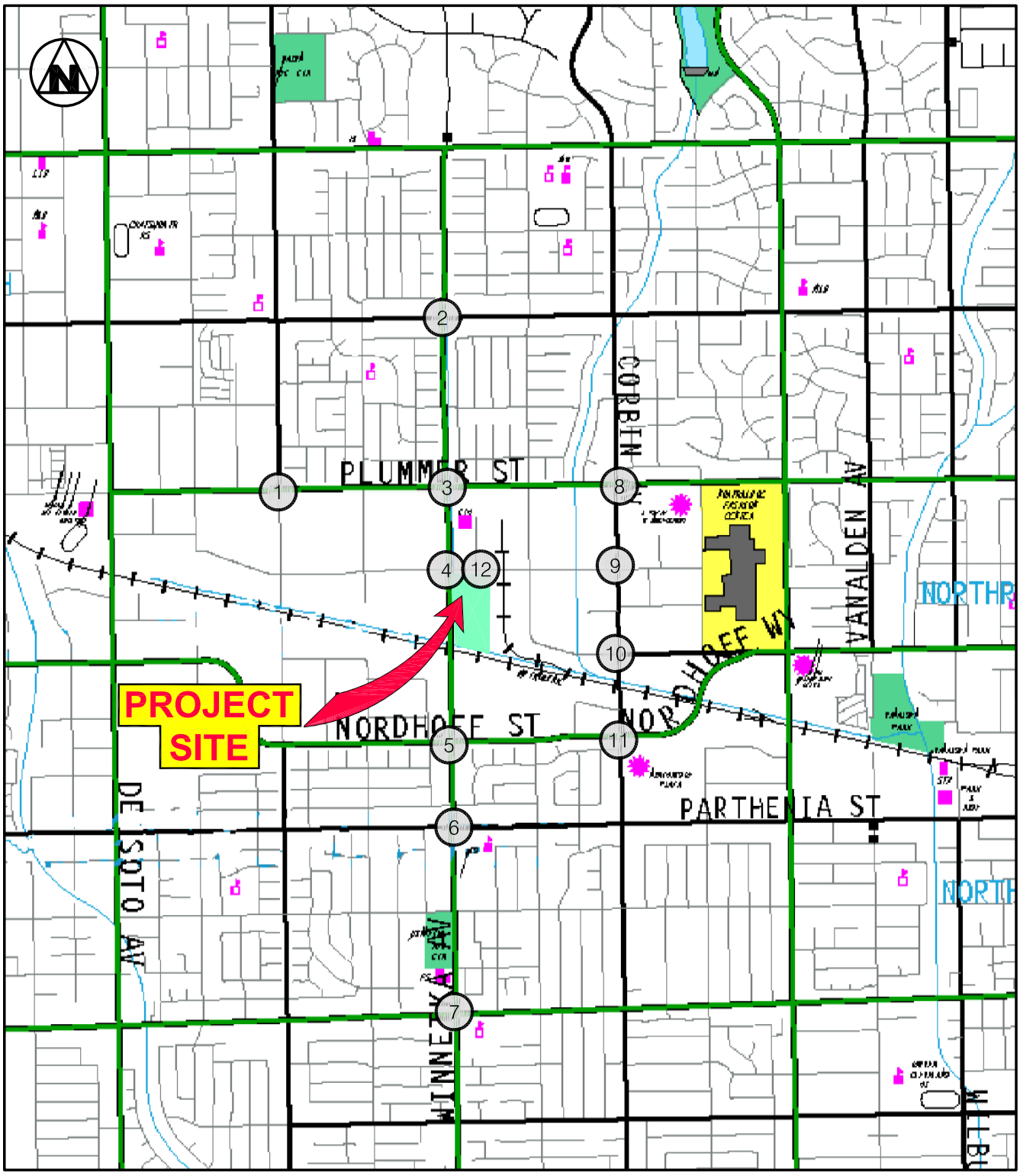
Nordhoff Street is an east-west class II major highway. Nordhoff Street forms a jogged intersection at Corbin Avenue with the westerly leg approximately 0.25 miles south of the easterly leg. Nordhoff Street is striped for two lanes in the each direction with left turn channelization. West of Quartz Lane, an afternoon peak hour lane is provided in each direction. East of the Northridge Fashion Center's Sears driveway, Nordhoff Street provides three lanes in each direction and median channelization. The Nordhoff Way connector road provides a continuous bypass route for Nordhoff Street traffic, eliminating the need for east-west through traffic to negotiate the two jogged intersections of Nordhoff Street at Corbin Avenue. Bike lanes on Nordhoff Street are planned as part of the City 's Bike Maser Plan.

Roscoe Boulevard is an east-west class II major highway. In the vicinity of the project, the roadway provides two lanes in each direction with median channelization plus peak hour traffic lanes.

Figure III.K-1 shows the location of the study intersections and the existing intersection lane configurations and traffic controls**.**

Nearby Freeway

The Ronald Reagan Freeway (State Highway 118) is located approximately 2.5 miles north of the project site. This east - west freeway provides four mixed-flow lanes and one high-occupancy lane (HOV) in each direction. Full access to the freeway is provided from De Soto Avenue and Tampa Avenue. Average daily traffic volume on the 118 Freeway east of De Soto Avenue is approximately 150,000 vehicles per day (ADT). Current non-directional peak hour traffic volume on the 118 Freeway is approximately 14,000 VPH per Caltrans. As reported by the Los Angeles County Congestion Management Program (CMP), the 118 Freeway at Woodley Avenue is operating at LOS E in the morning peak hour and LOS D in the afternoon peak hour.



SOURCE: Overland Traffic Consultants, Inc., 2014

MGA Mixed-Use Campus Project ■

Figure III.K-1

Location of Study Intersections

PUBLIC TRANSIT

No direct transit access currently exists on Winnetka Avenue or on Prairie Street adjacent to the project site. LADOT provides a local shuttle line Northridge DASH east of the project. The nearest DASH stop is located at Nordhoff Street and Corbin Avenue. Northridge DASH serves the Northridge Metrolink Station, the Northridge Plaza and the Northridge Fashion Center. The Northridge DASH route along Prairie Street with stops near the project was discontinued. The nearest Metro transit stops to the project site are located to the south at Winnetka Avenue at Nordhoff Street (approximately 1,500 feet), to the north at Winnetka Avenue at Plummer Street (approximately 1,300 feet) and to the east at Corbin Avenue and Prairie Street (approximately 2,200 feet).

EXISTING SITE TRIP GENERATION

The existing site generates minimal trips. The existing building on-site (formerly housing LA Times printing operations) is used for light industrial and office for MGA. The Site is also periodically used for filming, and as a showroom, but does not routinely generate traffic.

EXISTING TRAFFIC CONDITIONS

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by The Traffic Solution, an independent traffic data collection company. The AM and PM peak period counts were conducted manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Traffic counts were conducted on a typical weekday in March and April 2013. Traffic counts were conducted by counting the number of vehicles at each of the 11 study intersections making each allowed move. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements combined. The specific analyzed intersections are listed in **Table III.K-1.**

TABLE III.K-1
STUDY INTERSECTIONS

No.	Intersection
1.	Mason Avenue & Plummer Street
2.	Winnetka Avenue & Lassen Street
3.	Winnetka Avenue & Plummer Street
4.	Winnetka Avenue & Prairie Street
5.	Winnetka Avenue & Nordhoff Street
6.	Winnetka Avenue & Parthenia Street
7.	Winnetka Avenue & Roscoe Boulevard
8.	Corbin Avenue & Plummer Avenue
9.	Corbin Avenue & Prairie Street
10.	Corbin Avenue & Nordhoff Place
11.	Corbin Avenue & Nordhoff Street./Nordhoff Way

SOURCE: Overland Traffic Consultants, October 2014.

The existing (2013) peak hour traffic volumes at each study intersection are illustrated in the traffic study for the morning rush hour and for the afternoon rush hour. The traffic study including data collection worksheets for the peak hour counts are contained in **Appendix H**.

Existing traffic conditions analysis were evaluated using the Critical Movement Analysis (CMA) method. All study intersections were evaluated using this methodology pursuant to the criteria established by LADOT. The existing peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine the intersection's current operating conditions. The CMA procedure uses a ratio of the intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) divided by the capacity (C) value represents the intersection V/C ratio. Intersection capacity represents the maximum volume of vehicles, which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

If an intersection has a CMA value of 0.700, the intersection is operating at 70% capacity with 30% unused capacity. Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term, Level of Service (LOS) is used by traffic engineers to describe the quality of the traffic flow. Definitions of the LOS grades are provided in **Table III.K-2**.

TABLE III.K-2
LEVELS OF SERVICE DEFINITIONS

LOS	Description of Operating Characteristics	Range of CMA Values
A	Free flow conditions with low traffic density. No cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.00-0.600
B	Stable traffic flow. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.	>0.601 - 0.700
C	Light congestion but stable. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.	>0.701 - 0.800
D	Zone of increasing restriction, approaching instability. Drivers are restricted in freely changing lanes. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups. Vehicles may be required to wait more than one cycle.	>0.801 - 0.900
E	At or near capacity. The most vehicles that can be accommodated at any particular intersection approach. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).	>0.901 - 1.000
F	Jammed conditions with stoppages of long duration. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.	>1.000

SOURCE: Overland Traffic Consultants, October 2014.

By applying the CMA procedures to the intersection data, the V/C values and the corresponding Levels of Service (LOS) for existing traffic conditions were determined. The Critical Movement Analyses are summarized in **Table III.K-3**. Supporting capacity worksheets are contained in **Appendix H**.

TABLE III.K-3 EXISTING TRAFFIC CONDITIONS				
No.	**Intersection**	**Peak Hour**	**Existing v/c**	**2008 LOS**
1.	Mason Avenue & Plummer Street	AM PM	0.697 0.659	B B
2.	Winnetka Avenue & Lassen Street	AM PM	0.539 0.478	A A
3.	Winnetka Avenue & Plummer Street	AM PM	0.547 0.398	A A
4.	Winnetka Avenue & Prairie Street	AM PM	0.325 0.370	A A
5.	Winnetka Avenue & Nordhoff Street	AM PM	0.629 0.556	B A
6.	Winnetka Avenue & Parthenia Street	AM PM	0.713 0.667	C B
7.	Winnetka Avenue & Roscoe Boulevard	AM PM	0.687 0.768	B C
8.	Corbin Avenue & Plummer Street	AM PM	0.786 0.731	C C
9.	Corbin Avenue & Prairie Street	AM PM	0.585 0.461	A A
10.	Corbin Avenue & Nordhoff Place	AM PM	0.337 0.479	A A
11.	Corbin Avenue & Nordhoff Street./Nordhoff Way	AM PM	0.621 0.595	B A
SOURCE: Overland Traffic Consultants, October 2014.				

ENVIRONMENTAL IMPACTS

THRESHOLD OF SIGNIFICANCE

There are two CEQA cases that address analysis of different scenarios: 1) *Sunnyvale West Neighborhood Assoc. v. City of Sunnyvale City Council (6th Dist. 2010) 190 Cal.App.4th 1351* (Sunnyvale West) and 2) *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority (2013) 57 Cal.4th 439* (Expo II). The first case indicated that project impacts should be compared directly to existing conditions. The second case clarified that comparison to an existing condition *may not* be appropriate if there is, "substantial evidence that an analysis based on existing conditions would tend to be misleading or without informational value to EIR users." While analysis of the project within the context within which it would operate (i.e. 2019) is considered the most appropriate, a comparison of the Project to existing conditions is also provided herein.

A project is considered to significantly impact an intersection when the volume-to-capacity (V/C) ratio of that intersection exceeds a certain threshold at a particular LOS.

The analysis of future traffic conditions in the study area is provided using the same CMA methodology (and corresponding LOS) described above. Future traffic volume projections have been developed to analyze the traffic conditions accounting for growth, including completion of other planned land developments and the proposed project.

Pursuant to the LADOT traffic impact guidelines and in light of the Sunnyvale West case discussed above, the following scenarios have been analyzed for the MGA project:

(a) Existing traffic;
(b) Existing traffic + project traffic;
(c) Traffic in (b) + traffic mitigation, if necessary;
(d) Existing traffic + ambient growth to study year (added 1.5% per year);
(e) Traffic in (d) + other development "related" projects (without project scenario);
(f) Traffic in (e) + project traffic (with project scenario); and
(g) Traffic in (f) + traffic mitigation, if necessary.

Comparing the changes in the traffic conditions between the scenarios provides the necessary information to determine if the added traffic volume creates a significant impact on the study intersections. According to the standards adopted by the Los Angeles City, a traffic impact is considered significant if the project related increase in the CMA value equals or exceeds the thresholds shown below in **Table III.K-4.**

TABLE III.K-4
CRITERIA FOR A SIGNIFICANT INTERSECTION IMPACT

City of Los Angeles		
LOS	**Final V/C Value**	**Increase in V/C Value**
C	≤0.701-0.800	+0.040
D	0.801-0.90	+0.020
E, F	≥0.901	+0.010 or more

SOURCE: Overland Traffic Consultants, October 2014.

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

PROJECT IMPACTS

Project Overview

The project being proposed is a mixed-use project consisting of 700 apartment dwelling units, approximately 3,000 square feet of restaurant use, 11,000 square feet of commercial retail use, approximately 43,000 square feet of creative office and 212,815 square feet of corporate headquarters for MGA Entertainment.

A total of 1,467 parking spaces and a minimum of 859 bike parking spaces are proposed. Locations for additional bike parking have been identified at the southeast and southwest corners of the site. Access to vehicular parking would be via two driveways on Prairie Street and one driveway on Winnetka Avenue. A new traffic signal is proposed for the project's Winnetka Avenue driveway.

Section III of this Draft EIR, Project Description, provides extensive discussion of project features and characteristics.

Project Trip Generation and Distribution

Traffic generating characteristics of many land uses have been surveyed by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in a handbook titled Trip Generation, 9th Edition.

On the basis of the ITE trip generation rates shown in **Table III.K-5**, estimates of the project's traffic were calculated and are summarized in **Table III.K-6.**

TABLE III.K-5
TRIP GENERATION RATES

ITE Code	Use	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
220	Apartments	6.65	0.51	20 %	80 %	0.62	65 %	35 %
710	Office (Light Industrial)*	11.03	1.56	88 %	12 %	1.49	17 %	83 %
820	Shopping Center	42.70	0.96	62%	38%	3.71	48%	52%
932	Restaurant (HT)	127.15	10.81	55%	45%	9.85	60%	40%
714	Corporate Headquarters	7.98	1.52	93%	7%	1.41	10%	90%

Trip generation rates per unit for residential and per 1,000 square feet for non-residential uses
* General office rates applied to MG headquarters and creative office in order to be conservative
SOURCE: Overland Traffic Consultants, October 2014.

TABLE III.K-6
PROJECT TRIP GENERATION

Proposed Mixed Use Project	Size	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Corporate Headquarters	212,815 SF	2,347	332	292	40	317	54	263
Office	43,000 SF	474	67	59	8	64	11	53
Retail	11,000 SF	470	11	7	4	41	20	21
Restaurant	3,000 SF	381	31	18	14	30	18	12
Restaurant Pass By (50%)	- 50%	-76	- 6	- 3	- 3	- 6	- 4	- 2
Retail Pass by Adjustment (50%)	- 50%	- 94	- 5	- 3	- 2	- 20	- 10	- 10
Apartments	700 units	4,655	357	71	286	434	282	152
Project Total		**8,157**	**788**	**441**	**347**	**860**	**371**	**489**

SOURCE: Overland Traffic Consultants, October 2014.

In order to assess project impacts to the local street systems, project generated trips must first be geographically distributed and then assigned to specific routes within the study area. A primary factor affecting trip direction is the spatial distribution of population and employment that

would generate project trip origins and destinations. The estimated project directional trip distribution is also based on the study area roadway network, traffic flow patterns in and out of this area of Chatsworth/Northridge. **Figure III.K-2** shows the estimated project traffic percentages at each of the study intersections as reviewed and approved by LADOT.

Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in **Table III.K-6**, peak hour traffic volumes at each study location were calculated. This estimated assignment of the project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the project at the study intersections.

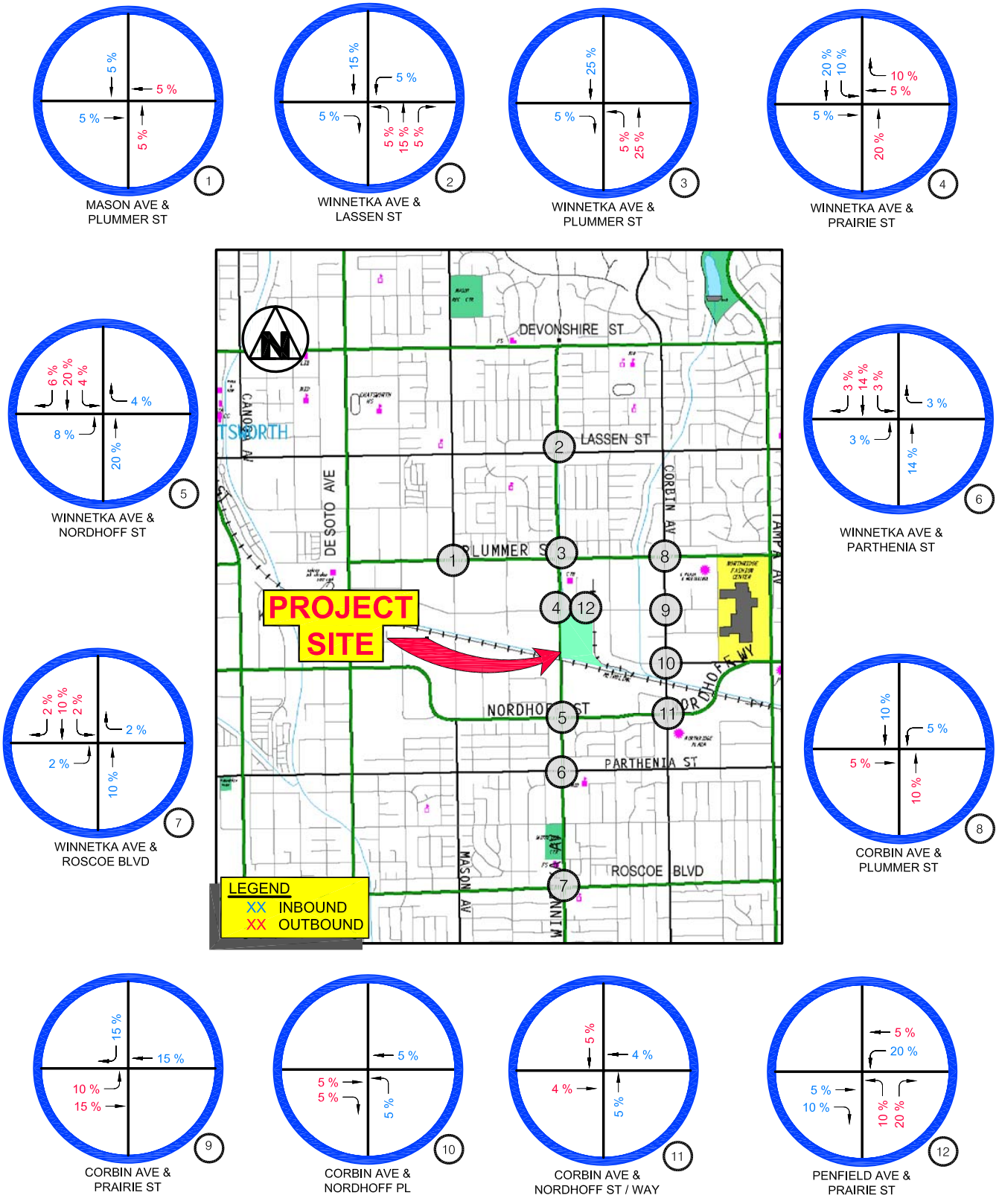
Existing Plus Project

Traffic volume projections have been developed to analyze the existing traffic conditions if the project could be implemented today. The potential traffic impact of the project's traffic volume on existing traffic conditions has been analyzed. No changes to the existing intersection operating conditions were made. By applying the CMA procedures, the V/C ratios and the corresponding LOS for Existing + Project traffic conditions were determined for each intersection. The V/C intersection ratios and the corresponding LOS values are summarized in **Table III.K-7**. Comparing changes in the traffic conditions between Existing and Existing + project and applying the LADOT significance criteria provides the basis for a significance determination.

TABLE III.K-7
EXISTING TRAFFIC CONDITIONS WITH AND WITHOUT PROJECT

No.	Intersection	Peak Hour	Existing		Existing With Project		Impact
			CMA	LOS	CMA	LOS	
1.	Mason Avenue & Plummer Street	AM	0.697	B	0.711	C	+ 0.014
		PM	0.659	B	0.675	B	+ 0.016
2.	Winnetka Avenue & Lassen Street	AM	0.539	A	0.594	A	+ 0.055
		PM	0.478	A	0.521	A	+ 0.043
3.	Winnetka Avenue & Plummer Street	AM	0.547	A	0.602	A	+ 0.055
		PM	0.398	A	0.439	A	+ 0.041
4.	Winnetka Avenue & Prairie Street	AM	0.325	A	0.383	A	+ 0.058
		PM	0.370	A	0.479	A	+ 0.109
5.	Winnetka Avenue & Nordhoff Street	AM	0.629	B	0.684	B	+ 0.055
		PM	0.556	A	0.592	A	+ 0.036
6.	Winnetka Avenue & Parthenia Street	AM	0.713	C	0.753	C	+ 0.040 *
		PM	0.677	B	0.700	B	+ 0.023
7.	Winnetka Avenue & Roscoe Boulevard	AM	0.687	B	0.705	C	+ 0.018
		PM	0.768	C	0.785	C	+ 0.017
8.	Corbin Avenue & Plummer Street	AM	0.786	C	0.820	D	+ 0.034 *
		PM	0.731	C	0.768	C	+ 0.037
9.	Corbin Avenue & Prairie Street	AM	0.585	A	0.674	B	+ 0.089
		PM	0.461	A	0.550	A	+ 0.089
10.	Corbin Avenue & Nordhoff Place	AM	0.337	A	0.352	A	+ 0.015
		PM	0.479	A	0.489	A	+ 0.011
11.	Corbin Avenue & Nordhoff Street./Nordhoff Way	AM	0.621	B	0.631	B	+ 0.010
		PM	0.595	A	0.607	B	+ 0.012

* Significant impact
SOURCE: Overland Traffic Consultants, Inc., October 2014.



SOURCE: Overland Traffic Consultants, Inc., 2014

MGA Mixed-Use Campus Project ■

Figure III.K-2

Trip Distribution

Changes in the existing traffic conditions caused by the project would significantly impact two study intersections as compared to existing conditions:

1. Winnetka Avenue and Parthenia Street (#6) is significantly impacted during the weekday morning peak hour prior to implementing traffic mitigation measures. As shown in **Table III.K-7**, the morning traffic impact is an increase in the CMA value by + 0.040 at LOS C.
2. The intersection of Corbin Avenue and Plummer Street (#8) is also significantly impacted during the weekday morning peak hour prior to implementing traffic mitigation measures. As shown in **Table III.K-7**, the morning traffic impact is calculated at + 0.034 at LOS D.

Future Traffic Conditions

Future Conditions Without the Proposed Project

Future conditions must account for other known or planned projects in the area that could add substantial amounts of new traffic area, as well as for overall assumed growth.

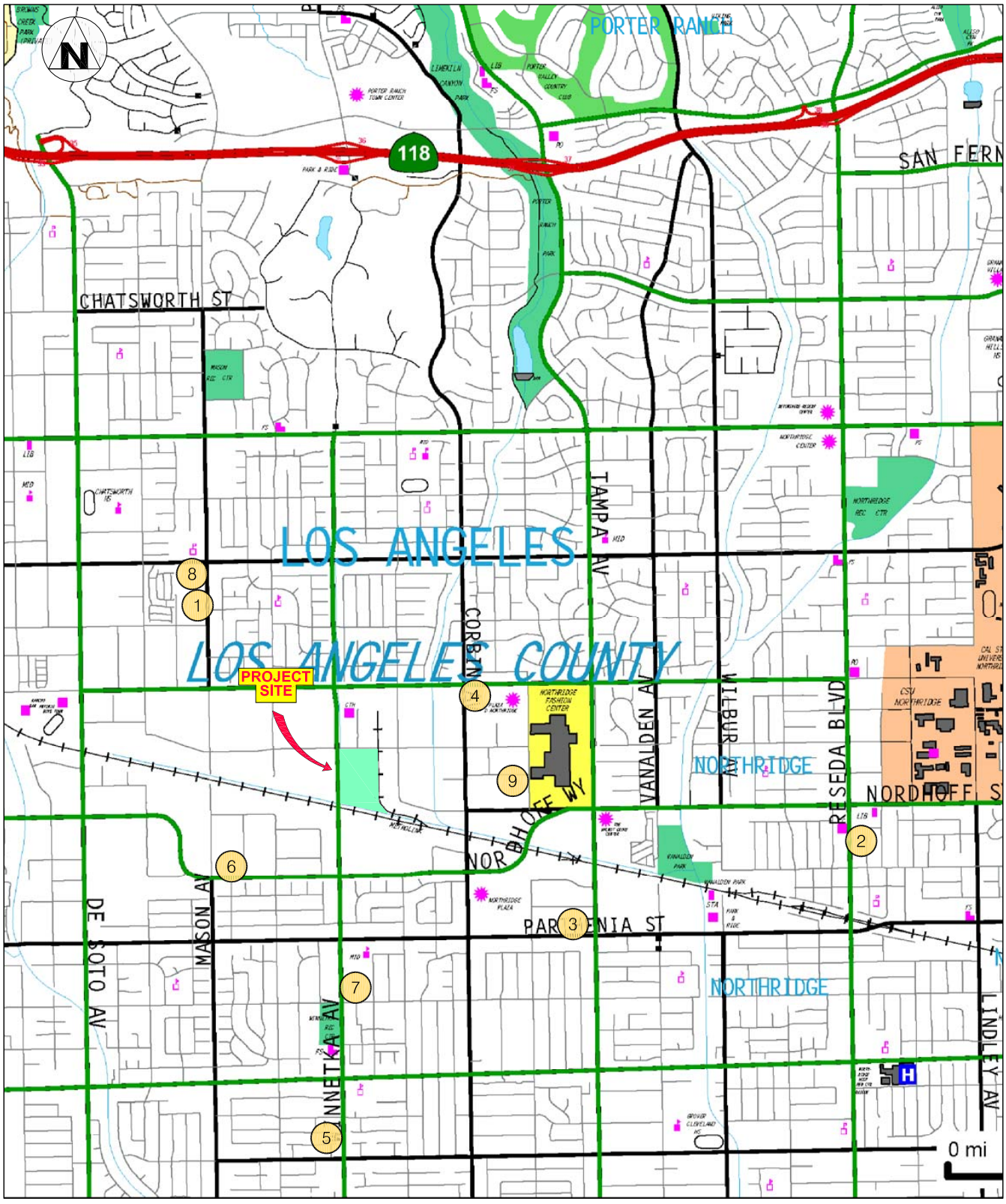
The first step in calculating future traffic conditions starts with current 2013 volumes, which are described above. Next, a traffic growth factor (in this case 1.5% per year) is applied to develop future year conditions without the project. The growth factor accounts for increases in traffic resulting from projects not yet proposed or outside of the study area. Traffic expected to be generated from other known or reasonably foreseeable projects are then added to these traffic volumes to provide a 2019 No-Project condition.

A total of nine projects have been identified as potentially impacting the proposed project study area (see **Table III.K-8** List of Related Projects and **Figure III.K-3** Related projects Locations). Any of these projects could produce additional traffic at study intersections. To evaluate future traffic conditions with the Related Projects, estimates of the peak hour trips generated by the projects have been calculated by applying ITE traffic generating rates. The potential traffic increases from the growth and related projects are detailed in **Appendix H**.

TABLE III.K-8
LIST OF RELATED PROJECTS

No.	Location	Size/Use
1	9733 Mason Street	525 townhomes, 24,463 sf retail
2	9010 Reseda Boulevard	7,800 sf retail
3	19401 Parthenia Street	312 apartments, 35,694 sf retail, 7,470 sf storage
4	19600 Plummer Street	368 condominiums (occupied), 10,000 sf retail, 5,000 sf restaurant
5	7911 Winnetka Avenue	375 students – private school
6	20439 Nordhoff Street	13,000 sf government office, 10,400 sf warehouse
7	8544 Winnetka Avenue	73 single-family homes
8	Kaiser Permanente Chatsworth MOB	83,000 sf medical office, -42,000 sf retail.
9	19501 Nordhoff	617 apartments; 20,475 sf retail

SOURCE: Overland Traffic Consultants, Inc., October 2014



SOURCE: Overland Traffic Consultants, Inc., 2014

Figure III.K-3

Related Projects Locations

Analysis of Project Impacts

Future Conditions Without the Proposed Project

Future No Project conditions compared to existing conditions are shown in **Table III.K-9**. As shown in **Table III.I-8**, all but three intersections would experience an increase in LOS during one or both peak hour periods without the project (#3 Winnetka Avenue/Plummer Street, #4 Winnetka Avenue/Prairie Street and #10 Corbin Avenue/Nordhoff Place).

TABLE III.K-9
FUTURE TRAFFIC CONDITIONS WITHOUT PROJECT COMPARED TO EXISTING

No.	Intersection	Peak Hour	Existing		Future Without Project		Impact
			CMA	LOS	CMA	LOS	
1.	Mason Avenue & Plummer Street	AM	0.697	B	0.808	D	+ 0.111
		PM	0.659	B	0.792	C	+ 0.133
2.	Winnetka Avenue & Lassen Street	AM	0.539	A	0.616	B	+ 0.077
		PM	0.478	A	0.553	A	+ 0.075
3.	Winnetka Avenue & Plummer Street	AM	0.547	A	0.600	A	+ 0.053
		PM	0.398	A	0.459	A	+ 0.061
4.	Winnetka Avenue & Prairie Street	AM	0.325	A	0.397	A	+ 0.072
		PM	0.370	A	0.445	A	+ 0.075
5.	Winnetka Avenue & Nordhoff Street	AM	0.629	B	0.839	D	+ 0.210
		PM	0.556	A	0.758	C	+ 0.202
6.	Winnetka Avenue & Parthenia Street	AM	0.713	C	0.819	D	+ 0.106
		PM	0.677	B	0.781	C	+ 0.104
7.	Winnetka Avenue & Roscoe Boulevard	AM	0.687	B	0.810	D	+ 0.123
		PM	0.768	C	0.864	D	+ 0.096
8.	Corbin Avenue & Plummer Street	AM	0.786	C	0.894	D	+ 0.108
		PM	0.731	C	0.837	D	+ 0.106
9.	Corbin Avenue & Prairie Street	AM	0.585	A	0.667	B	+ 0.082
		PM	0.461	A	0.570	A	+ 0.109
10.	Corbin Avenue & Nordhoff Place	AM	0.337	A	0.393	A	+ 0.056
		PM	0.479	A	0.564	A	+ 0.085
11.	Corbin Avenue & Nordhoff Street./Nordhoff Way	AM	0.621	B	0.823	D	+ 0.202
		PM	0.595	A	0.728	C	+ 0.133

SOURCE: Overland Traffic Consultants, Inc., October 2014.

The project trips were added to the Future No-Project conditions. **Table III.K-10** shows a comparison of future No Project conditions to future conditions with the project.

TABLE III.K-10
FUTURE TRAFFIC CONDITIONS WITH AND WITHOUT THE PROJECT

No.	Intersection	Peak Hour	Future Without Project		Future With Project		Impact
			CMA	LOS	CMA	LOS	
1.	Mason Avenue & Plummer Street	AM	0.808	D	0.823	D	+ 0.015
		PM	0.792	C	0.808	D	+ 0.016
2.	Winnetka Avenue & Lassen Street	AM	0.616	B	0.671	B	+ 0.055
		PM	0.553	A	0.597	A	+ 0.044
3.	Winnetka Avenue & Plummer Street	AM	0.600	A	0.648	B	+ 0.048
		PM	0.459	A	0.500	A	+ 0.041
4.	Winnetka Avenue & Prairie Street	AM	0.397	A	0.462	A	+ 0.065
		PM	0.445	A	0.554	A	+ 0.109
5.	Winnetka Avenue & Nordhoff Street	AM	0.839	D	0.889	D	**+ 0.050 ***
		PM	0.758	C	0.793	C	+ 0.035
6.	Winnetka Avenue & Parthenia Street	AM	0.819	D	0.859	D	**+ 0.040 ***
		PM	0.781	C	0.804	C	**+ 0.023 ***
7.	Winnetka Avenue & Roscoe Boulevard	AM	0.810	D	0.832	D	**+ 0.022 ***
		PM	0.864	D	0.882	D	+ 0.018
8.	Corbin Avenue & Plummer Street	AM	0.894	D	0.929	E	**+ 0.035 ***
		PM	0.837	D	0.873	D	**+ 0.036 ***
9.	Corbin Avenue & Prairie Street	AM	0.667	B	0.757	C	**+ 0.090 ***
		PM	0.570	A	0.659	B	+ 0.089
10.	Corbin Avenue & Nordhoff Place	AM	0.393	A	0.416	A	+ 0.023
		PM	0.564	A	0.580	A	+ 0.016
11.	Corbin Avenue & Nordhoff Street./Nordhoff Way	AM	0.823	D	0.835	D	+ 0.012
		PM	0.728	C	0.743	C	+ 0.015

* Indicates significant impact
SOURCE: Overland Traffic Consultants, Inc., October 2014.

As shown in **Table III.K-9**, five of the study intersections would be impacted by project traffic in the future (2019) scenario using the significant impact criteria established by LADOT. The significantly impacted intersections are:

1. Winnetka Avenue and Nordhoff Street (#5) during the AM peak hour;
2. Winnetka Avenue and Parthenia Street (#6) during the AM and PM peak hours;
3. Winnetka Avenue and Roscoe Boulevard (#7) during the AM peak hour;
4. Corbin Avenue and Plummer Street (#8) during both the AM and PM peak hours:
5. Corbin Avenue and Prairie Street (#9) during the morning peak hour.

Congestion Management Program Review

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

For purposes of the CMP LOS analysis, a substantial change in freeway segments is defined as an increase or decrease of 0.10 in the demand to capacity ratio and a change in LOS. A CMP traffic impact analysis is required if a project will add 150 or more trips to a freeway segment in either direction during either the AM or PM weekday peak hour. An analysis is also required at all CMP monitoring intersections where a project would add 50 or more peak hour trips. The proposed project does not exceed these CMP traffic growth limits. Therefore, no additional CMP traffic analysis is necessary.

The nearest CMP arterial monitoring locations are at the intersections of Topanga Canyon Boulevard and Devonshire Street and at Topanga Canyon Boulevard and Roscoe Boulevard. As shown in the project trip assignment figures for the peak hour, Figures 5 and 6 of the traffic study, the project would not exceed 50 or more peak trips on Topanga Canyon Boulevard at either CMP monitoring intersection. Other north-south arterial streets such as Winnetka Avenue, De Soto Avenue and Canoga Avenue provide the project with better and more convenient north-south access to Chatsworth. The proposed project does not exceed these CMP traffic growth limits. Therefore, no additional CMP arterial street analysis is necessary.

CMP Transit Impact Review

Potential Project Transit Trips

The project's transit trip generation has also been calculated pursuant to the CMP. As set forth in the CMP, the estimated transit trips generated by the project during the peak hours can be calculated by multiplying the total peak hour vehicle trips by 1.4 to convert vehicle trips to person trips. A second calculation converts the person trips to transit trips by multiplying the person trips by 3.5 %. The estimated transit trip calculations are as follows:

- Weekday AM Peak Hour Transit Trips = 39 transit trips (788 * 1.4 * 0.035); and
- Weekday PM Peak Hour Transit Trips = 42 transit trips (860 * 1.4 * 0.035)

No direct transit access currently exists on Winnetka Avenue or on Prairie Street adjacent to the project site. The nearest Metro transit stops for the project's transit users are located to the south at Winnetka Avenue at Nordhoff Street (approximately 1,500'), to the north at Winnetka Avenue at Plummer Street (approximately 1,300') and to the east at Corbin Avenue and Prairie Street (approximately 2,200'). The transit lines are illustrated in Appendix C of the traffic study.

Potential Transit Routes Serving Site

Transit Route 243 is a north – south service which travels along Winnetka Avenue / Corbin Avenue / Plummer Street. This route jogs around the site with the nearest stop a ¼ mile north of the project site. Thirty-minute headways are provided between bus arrivals. The route travels between Woodland Hills on the south to Porter Ranch on the north. Major activity centers served by the route include Porter Ranch Town Center, Northridge Fashion Center, Los Angeles Pierce College, Kaiser Permanente Hospital and Taft High School.

Transit Route 167 is an east – west service, which travels along Plummer Street within a ¼ mile north of the project site. Approximately forty-five minute to one hour headways are provided between bus arrivals. The route travels between the Chatsworth Station on the west to Coldwater Canyon Avenue and then south to Ventura Boulevard in Studio City. Major activity centers served by the route include the Chatsworth Transit Station, Northridge Fashion Center, CSUN, Sepulveda V.A. Ambulatory Care Center, Kaiser Permanente Hospital and L.A. Valley College.

LADOT provides a local shuttle line Northridge DASH east of the project. The nearest DASH stop is located at Nordhoff Street and Corbin Avenue. Northridge DASH serves the Northridge Metrolink Station, the Northridge Plaza and the Northridge Fashion Center. The Northridge DASH route along Prairie Street with stops near the project was discontinued.

TDM Transit Mitigation Component

Because Metro transit and LADOT DASH no longer serve the project site, it is proposed that the project provide a point-to-point shuttle service to the Chatsworth Metrolink Station to fill the transit gap and make connections with the broader public transit network. Metrolink and the Metro Orange Line along with other transit service connections are available at the Chatsworth Transit Station located approximately 2.5 miles to the northwest.

The MGA shuttle is an important aspect of the first mile /last mile connectivity because it will provide convenient and direct service to the desired destinations for the MGA Campus. With a successful TDM program, the shuttle program is expected to provide more transit capacity than estimated using the CMP transit trip calculations.

The MGA Campus has prepared a Transportation Demand Management (TDM) Plan with a transit subsidy, parking management program and private shuttle program that has been developed to reduce vehicle trips to/from the site, manage on-site parking, and develop a congestion avoidance program through trip reductions while maintaining and providing transportation mobility.

Start Up Shuttle Program Components

A. Funding Agreement: Secure start-up and ongoing funding commitment to be outlined in the Project Development Agreement.
B. General Administration: MGA will provide management and oversight, marketing campaign and public information, service evaluation, and will coordinate time connections with regional transit service and budgeting.
C. Shuttle operations: Employer operated or contract operated for day-to-day operations.
D. Type of Shuttle Service: Employer provided peak period circulating shuttle to carry passengers for short trips and to connect the project site to major activity centers, such as the Chatsworth transit station. Off-peak fare based jitney service may be provided for demand responsive trips.
E. Service Frequency: Start up frequency based on passenger demand and up to 20 – minute headways during 2-hour peak commute periods.
F. Transit Subsidy: Start up transit subsidy to MGA employees to be used towards shuttle fare and/or monthly transit passes.
G. Expansion Potential: Shuttle service has the potential to offer greater transportation community benefits and services to the area. MGA reserves the right to open service to non-MGA employees and form joint partnerships to expand service based on the success of the shuttle program.

Freeway Impacts

At the request of Caltrans, a supplemental traffic impact analysis has been prepared for the freeway segments and ramps that have the potential to be impacted by the project. This supplemental freeway analysis uses the freeway impact analysis screening criteria contained in the City of Los Angeles and Caltrans District 7 agreement, as follows:

- The project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service LOS E or F (based on a capacity of 2,000 vehicles per hour per lane, vphpl); or
- The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D; based on a capacity of 2,0000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 1-percent or more increase to the capacity a freeway off-ramp operating at LOS E or F based on a ramp capacity of 1500 vehicles per hour per lane).; or
- The project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off ramp at LOS D (based on a ramp capacity of 1500 vehicles per hour per lane).

The project is closest to the Simi Valley Freeway and the Tampa Avenue ramps. New freeway and ramp traffic volumes show that these locations operate below the LOS D, E and F referenced in the screening criteria. An analysis of the LOS with the project has been done to determine if the LOS would change as a result of the project.

The CMP generalized trip distribution factors have been reviewed to supplement the traffic assignment presented in the projects traffic impact analysis. Using the CMP TAZ distribution percentages and traffic impact assignment, no more than 12% of the project volumes would be using any one segment of the Simi Valley Freeway, prior to implementing any TDM/transit improvements.

The estimated maximum number of project trips on the 118 Freeway east of Tampa Avenue is 43 afternoon peak hour trips eastbound with 37 westbound trips in the morning peak hour. This amount of traffic is below the screening criteria and the CMP thresholds needed for further evaluation. As indicated in **Table III.K-11**, the LOS remains the same without and with the proposed project.

TABLE III.K-11
FREEWAY IMPACTS

Location	Time Period	Capacity*	Existing 2014		Future 2019 W/o Project		Project Traffic	Future 2019 w/Project		Impact Sig?
			Volume	D/C LOS	Volume	D/C LOS		Volume	D/C LOS	
Simi Valley Freeway at Tampa Ave.	AM Peak		11,750		12,244					
	westbound	9,800	4,772	0.487 B	5,253	0.536 B	37	5,290	0.540 B	0.004 No
	eastbound	9,800	6,798	0.694 C	7,491	0.764 C	34	7,525	0.768 C	0.004 No
	PM Peak		11,812		13,303					
	westbound	9,800	6,452	0.658 C	7,125	0.727 C	35	7,160	0.731 C	0.004 No
	eastbound	9,800	5,380	0.547 C	5,905	0.603 C	43	5,948	0.607 C	0.004 No
118 Freeway WB off at Tampa Ave.	AM Peak	3,000	1,601	0.534 B	1,852	0.617 C	37	1,889	0.630 C	0.013 No
	PM Peak	3,000	1,399	0.466 B	1,711	0.570 B	35	1,746	0.582 B	0.012 No

* 2,000 vehicles per lane per hour (vplh) for mixed-flow lanes and 1,800 vehicles per hour for carpool lanes
1,500 vplh ramp capacity
D/C = Demand over capacity

LOS	D/C Ratio	LOS	D/C Ratio
A	0.00 – 0.35	F(0)	> 1.00 – 1.25
B	> 0.35 – 0.54	F(1)	> 1.24 – 1.35
C	> 0.54 – 0.77	F(2)	> 1.35 – 1.45
D	> 0.77 – 0.93	F(3)	> 1.45
E	> 0.93 – 1.00		

Source: Overland Traffic Consultants, Inc., October 2014.

Pedestrian/Bicycle Access

The project will have a positive impact to the pedestrian and bicycle facilities in the study area. Project design elements that promote alternative travel mode choices will enable residents and employees the opportunities to utilize the existing pedestrian and bicycle facilities. Pedestrian connectivity and accessibility in the study area is provided by a grid pattern of streets and sidewalks. There are sidewalks along the roadway that border the site including Winnetka Avenue and Prairie Street. A majority of the roadways within the study area have sidewalks and crosswalks.

Pedestrian access to and from the project site is provided on Prairie Street and on Winnetka Avenue with traffic controlled street crossings at the Winnetka Avenue and Prairie Street intersection. The site is designed to promote internal connectivity between the commercial and residential buildings, the adjacent streets and the transit plaza. Access to regional transit is available via Metro within a fairly reasonable walking distance (approximately ¼ mile).

The site has benefited from the City of Los Angeles recent commitment to the installation of bike lanes on many arterials in the study area. The 2010 Plan consists of three bikeway networks: the Backbone, the Neighborhood Network and the Green Network. Winnetka Avenue is designated part of the backbone bikeway network and the Metrolink Valley Bike path is part of the green network, both major bike facilities adjacent to the project site.

Bike lanes currently exist on Winnetka Avenue between Devonshire Street and Gault Street, Devonshire Street, and on Corbin Avenue north of Lassen Street. Plummer Street is a designated bicycle route with a class II bikeway (bicycle lanes) east of Winnetka Avenue and a class III bikeway (shared facility) west of Winnetka Avenue. Several more are planned as part of the City of Los Angeles 2010 Bicycle Plan including Nordhoff Streets and Roscoe Boulevard.

Vehicle Miles Travelled

Land use planning with less dense development and more dispersed development patterns have resulted in annual increases in the distances people drive as measured in VMT. However, when development patterns locate jobs and housing in closer proximity to each other it can mean shorter and fewer cars trips. Land use and development strategies that encourage people to use other travel modes rather than relying upon their automobiles is better for air quality.

A modeling analysis of the trip length for trips generated by the MGA mixed-use project was undertaken. Trip lengths are based on output from a refined version of the City of Los Angeles Department of Transportation (LADOT) version of the Southern California Association of Governments (SCAG) Regional Travel Demand Model. The refinements made to the LADOT version of the model included adding three zones at the project site – each containing the individual demographic variables representing the retail, residential and MGA headquarters components of the project.

The data for different times of day were developed separately in order to determine trip lengths that should be applied to trips from those individual time periods. The results of the daily average trip lengths anticipated for each land use are: retail 5.8 miles (3,950 VMT), residential 7.2 miles (33,516 VMT) and MGA headquarters and leased office 8.8 miles (24,825 VMT) for a total project VMT of 62,291 under Business as Usual (BAU) conditions (Business as Usual conditions are those that would occur without implementation of trip reduction measures.)

The goal of reducing Vehicle Miles Traveled (VMT) has been analyzed for the MGA mixed-use project. Mixed-use, the project shuttles and and TDM strategies included in the MGA Campus development promote the reduction in driving rates and associated vehicle emissions for work and non-work vehicle miles. A detailed TDM program has been developed for the MGA Campus that promotes transit use via private shuttle, a live close to work program that provides incentives for employees to reduce VMT and a transportation benefits program with a transportation subsidy consisting of a parking cash out component, monthly transit passes and bicycle program.

For purposes of assessing VMT impacts of the MGA project, project VMT were estimated for two scenarios: 1) Business as Usual (no – action); and 2) Project Scenario including all project design features that would serve to reduce vehicle trips and trip lengths. Reductions in daily VMT by component are shown in **Table III.K-12**; the project would reduce VMT by 19.6 percent compared to BAU or 13,681 VMT for a total of 56,261 VMT.

TABLE III.K-12
VMT REDUCTION -- BAU AND PROJECT

		Trips			VMT		
Use	**Average Trip Length**	**BAU Trips**	**Project Trips**	**% Reduction**	**BAU VMT**	**Project VMT**	**% Reduction**
Retail	5.3	851	634	25.5%	4,510	3,360	25.5%
Residential	8.2	4,655	3,981	14.5%	38,171	32,644	14.5%
Office	9.66	2,822	2,097	25.7%	27,261	20,257	25.7%
Total		8,328	6,712		69,942	56,261	19.6%

Note: The California Air Resources Board Urban Emissions Model (URBEMIS) was used to estimate the potential trip reductions realized from the MGA project design features and traffic demand management measures (TDM). While the reductions ideally are typically expressed as a range in order to account for uncertainty, a single value is used here to measure the percent reduction. The URBEMIS2007 Mobile Source Mitigation Measures module was used to document the basis of the project specific VMT percent reduction. The applicable percent reduction attributed to the design features and mitigation measures was determined based on the difference between the UREBMIS BAU model run and the project model run.
Source: Overland Traffic Consultants, Inc., October 2014 and URBEMIS Users Guide Mobile Source Mitigation Component, Appendix D and ITE Multi-Use Development Trip Generation and Internal Capture Development

Parking

City of Los Angeles Municipal Code Parking Requirements

Municipal Code Section 13.15 authorizes the City to establish a special "Modified Parking Requirement District ("MPR District")" for unique properties at least 5 acres in size (LAMC §13.15B). The MGA Campus Project includes a complementary mix of residential, commercial and light industrial uses with various shared amenities across a 24-acre site. As such, to promote efficient site planning, the Applicant proposes an MPR District to allow for appropriately tailored parking ratios and shared parking usage throughout the project. In total, the project would provide 1,467 parking spaces for all on-site uses.

Urban Land Institute (ULI) Parking Requirement

Based on recommendations from the ULI database, the amount of parking needed for the proposed mix of uses on the project site is primarily affected by the proportion of reserved parking for the residential units and the peak parking demand of the office uses. The peak parking demand represents the total parking demand to serve the needs of customers, visitors and employees. Peak parking demand is calculated based on the peak hourly demand for parking by all uses in the entire project. The peak parking demand calculated for the project is 1,334 parking spaces at 10 am (see Table 12 in the Traffic Report in **Appendix H**, showing hourly parking demand). The project would provide 10 percent more spaces (i.e. 1,467 spaces) than the maximum project demand at 10 am; at other times of the day parking demand would be less than at 10 am and project parking would provide more than 10 percent of spaces in excess of demand.

For purposes of this analysis the first parked vehicle per residential unit (700 spaces) was allocated as reserved parking. The remaining peak hour spaces would be considered as residential parking that can be shared with other uses. A low employee density is anticipated for the MGA corporate headquarters and the creative office use; therefore the parking demand was based on 500 office employees; this represents a conservative analysis as MGA anticipates that 250 permanent employees would be present within their headquarters building, and assuming one employee per 300 square feet (or 143 employees) would be located in the leased creative office space.

A total of 1,467 parking spaces would be provided for the MGA Campus in three parking structures:

- One structure located east of Building B and south of the MGA Headquarters building, would provide 849 parking spaces for the residential units in Building A and B and the corporate and creative office space in Building B (345 reserved spaces for the residential units and 350 reserved parking spaces for the MGA building plus 154 shared parking spaces).

- The second parking structure, adjacent to Building C, would provide 353 parking spaces (230 reserved spaces for the residential units and 42 reserved parking spaces for the commercial plus 81 shared parking spaces).

- The third parking structure, adjacent to Building D would provide 265 parking spaces (196 reserved spaces for the residential units plus 69 shared parking spaces for use by day-care, office, guest and van pool).

Construction Staging

Construction activity on the project site would result in heavy equipment being moved on and off site and in the removal of dirt and delivery of materials (concrete, steel, etc.). The primary haul route would be Winnetka to Devonshire to Tampa to the 118 freeway.

Heavy equipment (particularly that not involved with the removal of export dirt from the site) would be moved onto and off of the site as infrequently as possible, and would be staged on-site during ongoing demolition and construction operations to the fullest extent possible given site constraints and the construction schedule. In order to maintain as little interference as possible with on-street traffic movement, the project would not conduct construction activities

that impede into the roadway during peak travel times. It is anticipated that, given the large area of the site, project construction could be substantially staged on-site. Any construction activity during peak time periods would be conducted on-site only and every effort would be made to maintain construction activities on-site.

PROJECT DESIGN FEATURE

PDF-III.K-1 New traffic signal at the intersection of Winnetka Avenue and MGA driveway.

PDF-III.K-2 Metro transit and LADOT DASH no longer serve the project site, the foundation of the start-up multi-mode program the applicant shall implement is to provide a site-serving transit service with the implementation of a private shuttle route to connect residents and employees to nearby employment centers, transit stations and commercial retail centers.

Project Shuttles

A shuttle route shall be created to mitigate the peak hour traffic impacts. The shuttle shall be available to serve the site during mid-day and evening hours to provide residents and employees more mobility choices through out the day. This will allow residents and employees to be car-free if desired. The route is targeted to the Metro Orange Line and the Chatsworth Metrolink Station. The peak hour routes will allow residents and employees to take shuttles for work and non-work trips and provide connections to train and bus stations at the Metro Chatsworth Orange Line/Metro link Station. Limited stops at major transfer points can be worked out with LADOT and Metro to also provide the necessary connections to local Chatsworth transit.

The shuttle shall provide 20 to 30-minute headways during the morning and afternoon peak hour to the nearby transit stations and work centers. Mid-day and off-peak schedules will be more demand-responsive providing viable and convenient transit options for MGA residents and employees.

- Shuttle will be equipped with bike racks to promote the bike usage program. Note that DASH service does not currently provide bike racks.

- Shuttle advertising will promote the bike share program.

PDF-III.K-3 The applicant proposes to provide a full Transportation Demand Management (TDM) program and will create a multi-modal hub at the MGA campus. The TDM program will include bike and car share programs and other TDM programs such as on-site day care for both MGA residents and employees as well as an employee cafeteria and a satellite work center for residents who choose to telecommute. The TDM program will also include incentives to reduce trips and disincentives to discourage driving alone (corporate culture, marketing/information, promotional activities, subsidy to employees who ride transit, cash equivalent of parking subsidy, alternative work arrangements); see **Appendix H** for the full details of the TDM program. The effectiveness of the TDM program will be monitored after the first year of occupancy and thereafter as required by The Department of City Planning.

REGULATORY COMPLIANCE MEASURES

RC-III.K-1 The Traffic Coordinating Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling.

RC-III.K-2 Streets shall be cleaned of spilled materials at the termination of each workday.

RC-III.K-3 The applicant shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.

RC-III.K-4 The applicant shall comply with all regulations set forth by the State of California Department of Motor Vehicles pertaining to the hauling of earth.

RC-III.K-5 The applicant shall notify the Street Services Investigation & Enforcement Division at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.

RC-III.K-6 A log noting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

RC-III.K-7 Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

RC-III.K-8 Flag persons shall be required at the job site to assist the trucks in and out of the Project area. Flag persons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook." The pedestrians shall be allowed to clear first prior to permitting the trucks to ingress or egress.

MITIGATION MEASURES

MM-III.K-1 Winnetka Avenue and Parthenia Street (#6) - Parthenia Street shall be restriped to install a westbound right-turn only lane on Parthenia Street at Winnetka Avenue (conceptual traffic mitigation plans are illustrated in Figure 16 of the Traffic Report in **Appendix H**). Traffic signals will be upgraded to accommodate the new right turn lane and brought up to current traffic signal standards.

MM-III.K-2 Corbin Avenue and Plummer Street (#8) - Corbin Avenue shall be restriped to install a southbound right-turn only lane on Corbin Avenue at Plummer Street (conceptual traffic mitigation plans illustrated in Figure 17 of the Traffic Report in **Appendix H**). Traffic signals will be upgraded to accommodate the new right turn lane and brought up to current traffic signal standards.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

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

With the proposed implementation of shuttle service and implementation of the proposed TDM program, as described in Project Design Features **PDF-III.K-2 and PDF-III.K-3**, impacts of the project on existing conditions would be reduced to a less than significant level (see **Table III.K-13**). The project shuttles and TDM are integral components of the project, however, they will be

monitored as mitigation measures to ensure that they are fully implemented and are as effective as anticipated.

TABLE III.K--13
EFFECTIVENESS OF MITIGATION
EXISTING PLUS PROJECT

No.	Intersection	Peak Hour	Existing		Existing With Project With Mitigation		Impact
			CMA	LOS	CMA	LOS	
6.	Winnetka Avenue & Parthenia Street	AM	0.713	C	0.741	C	+ 0.028
		PM	0.677	B	0.689	B	+ 0.012
8.	Corbin Avenue & Plummer Street	AM	0.786	C	0.731	C	- 0.055
		PM	0.731	C	0.765	C	+ 0.034

SOURCE: Overland Traffic Consultants, Inc., October 2014.

With the proposed implementation of shuttle service, implementation of the proposed TDM program, and street improvements, impacts of the project on future conditions would be reduced to a less than significant level at three of the five impacted intersections; significant impacts would remain at two intersections (see **Table III.K-14**).

TABLE III.K-14
EFFECTIVENESS OF MITIGATION
FUTURE WITH PROJECT

No.	Intersection	Peak Hour	Future Without Project		Future With Project With Mitigation		Impact
			CMA	LOS	CMA	LOS	
5.	Winnetka Avenue & Nordhoff Street	AM	0.839	D	0.853	D	+ 0.014
		PM	0.758	C	0.781	C	+ 0.023
6.	Winnetka Avenue & Parthenia Street	AM	0.819	D	0.783	C	- 0.036
		PM	0.781	C	0.793	C	+ 0.012
7.	Winnetka Avenue & Roscoe Boulevard	AM	0.810	D	0.820	D	+ 0.010
		PM	0.864	D	0.870	D	+ 0.006
8.	Corbin Avenue & Plummer Street	AM	0.894	D	0.831	D	- 0.063
		PM	0.837	D	0.871	D	**+ 0.034***
9.	Corbin Avenue & Prairie Street	AM	0.667	B	0.729	C	**+ 0.062 ***
		PM	0.570	A	0.654	B	+ 0.084

* Indicates significant impact
SOURCE: Overland Traffic Consultants, Inc., October 2014.

No significant impacts would occur to the local and regional freeway system as determined by the Los Angeles County CMP criteria or to other CMP designated locations in the project area. The project is not located adjacent to residential use and there are no nearby residential streets that are anticipated to be impacted by the project and therefore no impacts would occur to residential streets. Lastly, the project would provide sufficient parking for the proposed mixed-use project.

CUMULATIVE IMPACTS

As previously described, development of the related projects and anticipated annual growth would have a cumulative impact on future traffic conditions. These impacts have been incorporated into the traffic analysis provided in this section and are shown in **Table III.K-9 and**

III.K-10, and as such, cumulative impacts are encompassed by the project traffic analysis provided in this section.

With respect to parking, the number of parking spaces included in the proposed project would exceed the peak demand by approximately 10%. The project would also include a multi-mode program and would provide transit opportunities to reduce parking demand. The project would not contribute to or create a cumulatively considerable condition that could result in a project-specific, or contribute to a cumulatively significant, parking impact.