M. TRAFFIC

A Traffic Study for the proposed Project was prepared by Linscott, Law & Greenspan Engineers (LLG), dated May 21, 2003. LADOT has reviewed this traffic study and has determined that the analysis adequately describes all transportation impacts associated with the proposed Project and provides adequate measures to mitigate all significant impacts.[88] The traffic study is attached in full as **Appendix F**. The results of the study have been utilized in the preparation of this section.

Due to the the small size of the Add Area properties, LADOT was concerned that development of these parcels individually or collectively might not require a traffic study to be completed. Therefore, at LADOT's request, for purposes of traffic analysis, potential traffic impacts resulting from the Add Area were not analyzed independently. Rather, the Project Site was analyzed independently and the Project Site and Add Area combination was analyzed independently which is referred to in this traffic section as the "Full Build Out Project".

ENVIRONMENTAL SETTING

Existing Street System

Access to the site is provided via Prairie Street, Corbin Avenue, Nordhoff Street, and Shirley Avenue. A brief description of the major roadways in the project area follows.

State Route 118 (Ronald Reagan) Freeway is an east-west oriented freeway that extends from the I-210 Foothill Freeway through the San Fernando Valley to Ventura County. In the project vicinity, SR-118 Freeway generally consists of four mainline travel lanes plus a high occupancy vehicle (HOV) lane in each direction. A full diamond interchange is provided at Tampa Avenue. Interchanges are also provided in the project vicinity at De Soto Avenue and Porter Ranch Road.

De Soto Avenue is a north-south major highway located west of the Project Site. Three through travel lanes are provided on De Soto Avenue in the project vicinity. Dual exclusive left-turn lanes are provided in both directions on De Soto Avenue at the Roscoe Boulevard intersection, while exclusive left-turn pockets are provided in both directions at other major intersections in the project vicinity. Bus stops for MTA Routes 243 and 167 are provided along De Soto Avenue in the project vicinity.

Chatsworth Street is an east-west secondary highway located north of the project area. Two travel lanes are generally provided in the eastbound direction and one travel lane is provided in the westbound direction. Dual exclusive left-turn lanes are provided in the westbound direction at the intersection with Tampa Avenue. At the intersection with Tampa Avenue, a right-turn

[88] Letter from Sergio Valdez, LADOT, to Emily Gabel-Luddy, LADCP, August 27, 2003.

only lane is also provided in the westbound direction. Parking is generally prohibited on both sides of Chatsworth Street. However, curbside parking is provided on the north side of Chatsworth Street west of Tampa Avenue.

Rinaldi Street is an east-west major highway located north of the project area. There are two through travel lanes in each direction on Rinaldi Street. Exclusive left-turn lanes are provided in both directions at the intersection of Corbin Avenue. An exclusive right-turn only lane is also provided in the eastbound direction on Rinaldi Street at the Corbin Avenue intersection. Curbside parking is generally permitted on both sides of Rinaldi Street east of Corbin Avenue, and prohibited on both sides of the roadway west of Corbin Avenue.

Devonshire Street is an east-west major highway located north of the Project Site. Two through travel lanes are generally provided in each direction. Dual left-turn lanes are provided in each direction at the intersection with Tampa Avenue and in the westbound direction at the intersection with Corbin Avenue. Exclusive left-turn lanes are provided in each direction at the intersection with Winnetka Avenue, and in the eastbound direction at the intersection with Corbin Avenue. An exclusive right-turn only lane is provided in the eastbound direction at the intersection with Corbin Avenue. A bike lane is also provided on both the north and south sides of Devonshire Street in the project vicinity. Curbside parking is generally prohibited along both sides of Devonshire Street.

Lassen Street is an east-west secondary highway located north of the Project Site. Two through travel lanes are provided in each direction along Lassen Street. Exclusive left-turn lanes are provided in each direction at the intersections with Winnetka Avenue, Corbin Avenue, and Tampa Avenue. Curbside parking is generally permitted from west of Winnetka Avenue to east of Corbin Avenue. Parking is generally prohibited near the intersection with Tampa Avenue.

Plummer Street is an east-west secondary highway and is located north of the Project Site. Two through travel lanes are provided in each direction on Plummer Street. Exclusive left-turn lanes are provided in both directions at the major intersections in the project vicinity. Dual left-turn lanes are provided in the eastbound direction at the intersection with Tampa Avenue. Bike lanes are provided in both directions along Plummer Street. Curbside parking is generally prohibited on both sides of Plummer Street in the project vicinity. Two-hour parking between 8AM and 6PM is provided on both sides of Plummer Street east of Reseda Boulevard. Bus stops for MTA Routes 167 and 243 are provided along Plummer Street in the project vicinity.

Prairie Street is an east-west collector street that borders the Project Site on the north. Exclusive left-turn lanes are provided in each direction at the intersections with Winnetka Avenue and Corbin Avenue. A right-turn only lane is provided in the eastbound direction along Prairie Street at the intersection with Winnetka Avenue. Curbside parking is prohibited on both sides of Prairie Street in the project vicinity. A bus stop for the LADOT DASH-Chatsworth is provided along Prairie Street near Corbin Avenue.

Nordhoff Street is designated as an east-west major highway and located to the south of the Project Site. Three through travel lanes are generally provided in each direction, except near Shirley Avenue, where two through travel lanes are provided in either direction. Exclusive left-turn lanes are provided in each direction on Nordhoff Street at the major intersections. Dual left-turn lanes are provided in each direction on Nordhoff Street at the intersections with Tampa Avenue and Reseda Boulevard, and in the eastbound direction at Zelzah Avenue. A right-turn only lane is provided on Nordhoff Street in the westbound direction at the intersection with Corbin Avenue. Curbside parking is generally prohibited on both sides of Nordhoff Street during afternoon peak commuter period. Bus stops for MTA Routes 166 and 243, and LADOT DASH are provided at various locations along Nordhoff Street.

Parthenia Street is an east-west secondary highway located to the south of the Project Site. In the project vicinity, two through travel lanes are provided in each direction. Exclusive left-turn lanes are provided in both directions of travel along Parthenia Street at the study intersections. Parking is generally permitted on both sides of Parthenia Street in the project vicinity, except on the north side near Corbin Avenue where parking is prohibited.

Roscoe Boulevard in an east-west major highway located to the south of the Project Site. Three through travel lanes are provided in each direction along Roscoe Boulevard in the project vicinity. Exclusive left-turn lanes are provided in each direction at the intersections with Winnetka Avenue, Corbin Avenue, and Tampa Avenue. Dual left-turn lanes are provided in each direction at the intersection with De Soto Avenue. Curbside parking is generally prohibited along both sides of Roscoe Boulevard in the project vicinity during the afternoon peak commuter period and also during the morning peak commuter period along the south side of the roadway east of De Soto Avenue. Roscoe Boulevard serves as a transit corridor providing bus stops for MTA Routes 152, 154 and 418, and LADOT-DASH.

Saticoy Street is an east-west secondary highway which is located south of the Project Site. Two through travel lanes are provided in each direction on Saticoy Street. Exclusive left-turn lanes are provided in both directions on Saticoy Street at all major intersections in the project vicinity. Curbside parking is generally permitted along both sides of Saticoy Street in the project vicinity.

Victory Boulevard is a major east-west highway and is located south of the Project Site. Three through lanes are generally provided in each direction on Victory Boulevard in the project vicinity. However, two through lanes are provided in the westbound direction near the intersection with Reseda Boulevard. Exclusive left-turn lanes are provided in both directions on Victory Boulevard at all major intersections in the project vicinity. Curbside parking is generally prohibited along Victory Boulevard in the project vicinity. Bus stops for MTA Route 164 are provided along Victory Boulevard in the project vicinity.

Winnetka Avenue is designated as a north-south major highway and is located west of the Project Site. Three through travel lanes are generally provided in each direction on Winnetka Avenue from its northerly terminus near Devonshire Street to north of Nordhoff Street. South of Nordhoff Street, two through travel lanes are generally provided in each direction on Winnetka Avenue. Exclusive left-turn lanes are provided in both directions at the major intersections in the project vicinity. Dual left-turn lanes are provided in the northbound direction at the intersection with Devonshire Street. Right-turn only lanes are provided in the northbound direction at the Devonshire Street intersection, and in the southbound direction at the Nordhoff Street intersection. Curbside parking is generally prohibited along both sides of Winnetka Avenue north of Nordhoff Street. South of Nordhoff Street curbside parking is generally permitted on both sides of Winnetka Avenue, except immediately adjacent to intersections. Bus stops for MTA Route 243 are provided along Winnetka Avenue.

Corbin Avenue is designated as a north-south secondary highway and borders the Project Site on the west. Two through travel lanes are generally provided in each direction on Corbin Avenue. Exclusive left-turn lanes are provided in both directions at all major intersections in the project vicinity. Right-turn only lanes are provided in the northbound direction on Corbin Avenue at the intersections with Rinaldi Street, Devonshire Street, Lassen Street, and Nordhoff Street/Nordhoff Place. A bike lane is provided on the east side of Corbin Avenue (i.e., northbound direction) north of Rinaldi Street. Curbside parking is generally prohibited along both sides of Corbin Avenue north of Devonshire Street, south of Plummer Street to Prairie Street, and near Nordhoff Street. Curbside parking is prohibited on the east side of Corbin Avenue from Nordhoff Street to south of Roscoe Boulevard. Bus stops for MTA Routes 243 and 166, and LADOT-DASH are provided along Corbin Avenue.

Tampa Avenue is designated as a north-south major highway and is located east of the Project Site. Three through travel lanes are generally provided in each direction along Tampa Avenue. Exclusive left-turn lanes are provided in each direction on Tampa Avenue at major intersections in the project vicinity. Dual left-turn lanes are provided in the northbound direction at the SR-118 Westbound Ramps intersection and in both directions at the Nordhoff Street intersection. Right-turn only lanes are provided in the northbound direction at the SR-118 Freeway Eastbound Ramps and Chatsworth Street intersections and in the southbound direction at the Devonshire Street intersection. Curbside parking is prohibited on both sides of Tampa Avenue from SR-118 Freeway to south of Nordhoff Street. Curbside parking is prohibited on both sides of Tampa Avenue during the afternoon commuter peak period from just north of Roscoe Boulevard to Saticoy Street in the project vicinity.

Mason Avenue is a non-contiguous north-south secondary highway in the project vicinity located between De Soto Avenue and Winnetka Avenue. Currently, Mason Avenue extends from Victory Boulevard to the south to the Porter Ranch Project area north of the SR-118 Freeway, however, it does not provide access across the Union Pacific railroad tracks located between Prairie Street and Nordhoff Street. Two through travel lanes are provided in each direction along Mason

Avenue. Exclusive left-turn lanes are provided in each direction on Mason Avenue at major intersections in the project vicinity. Curbside parking is generally allowed on both sides of Mason Avenue north of the railroad tracks, except along the west side of the street immediately north of Lassen Street where parking is prohibited between 7AM and 5PM on schooldays. South of the railroad tracks and north of Nordhoff Street, curbside parking is allowed on both sides of Mason Avenue. South of Nordhoff Street, curbside parking is generally allowed on the east side and prohibited on the west side of Mason Avenue.

Wilbur Avenue is a north-south roadway located east of the Project Site. In the project vicinity, two through travel lanes are generally provided in each direction along Wilbur Avenue. Exclusive left-turn lanes are provided in both directions at the intersections with Plummer Avenue and Nordhoff Street. A right-turn only lane is provided in the southbound direction at the intersection with Nordhoff Street. Parking is generally prohibited on the east side of Wilbur Avenue north of Plummer Street and on the west side south of Nordhoff Street.

Reseda Boulevard is designated as a north-south major highway and is located east of the Project Site. In the project vicinity, two through travel lanes are provided in each direction on Reseda Boulevard. Exclusive left-turn lanes are provided at all major intersections on Reseda Boulevard in the project vicinity. Dual left-turn lanes are provided in the both directions at the intersection with Nordhoff Street. Parking is generally permitted on Reseda Boulevard in the project vicinity, except near the intersection with Nordhoff Street where Tow Away No Stopping Any Time signs are posted. Bus stops for MTA Routes 167 and 240, as well as the LADOT-DASH are provided along Reseda Boulevard.

Zelzah Avenue is a north-south secondary highway east of the Project Site. In the project vicinity, two through travel lanes are provided on Zelzah Avenue in each direction north of Nordhoff Street. South of Nordhoff Street, one through lane is provided on Zelzah Avenue in each direction. Exclusive left-turn lanes are provided in each direction at the Nordhoff Street intersection. Dual right-turn only lanes are provided southbound at the intersection with Nordhoff Street. Curbside parking is generally permitted on both sides of Zelzah Avenue north of Nordhoff Street. Two-hour curbside parking between 8AM and 6PM is provided on both sides of Zelzah Avenue south of Nordhoff Street.

Existing Trip Generation

Project Site

The Project Site is currently developed with a concrete tilt-up main building consisting of approximately 310,000 square feet primarily utilized for research and development purposes. Several small ancillary buildings that support the main building including an approximately 4,000-square-foot storage building, an approximately 4,450-square-foot machine shop, and an approximately 8,000-square-foot maintenance shop are also located on the Project Site. As

shown in **Table 52: Existing Trip Generation**, the existing development on the Project Site generates approximately 2,802 trips daily.

TABLE 52
EXISTING TRIP GENERATION[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site								
Research & Development[3]	340,000 sf	2,802	329	67	396	55	313	368
Add Area								
Light Industrial[4]	132,665 sf	925	107	15	122	16	144	130
Manufacturing[5]	49,920 sf	191	28	8	36	13	24	37
Mini-Warehouse[6]	97,554 sf	244	9	6	15	13	12	25
Tennis Club[7]	7 courts	284	5	5	10	13	13	26
Multi-purpose Recreation Facility[8]	0.93 acres	84	1	1	2	3	3	3
Total		**4,530**	**479**	**102**	**581**	**113**	**479**	**592**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997.
[2]Trips are one-way traffic movement, entering or leaving.
[3]ITE Land Use Code 760 (Research & Development) trip generation equation rates.
[4]ITE Land Use Code 110 (Light Industrial) average trip generation rates.
[5]ITE Land Use Code 140 (Manufacturing) average trip generation rates.
[6]ITE Land Use Code 151 (mini-Warehouse) average trip generation rates.
[7]ITE Land Use Code 492 (Racquet Club) average trip generation rates.
[8]ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

Add Area

Based on the City of Los Angeles Department of Building and Safety records, the Add Area is currently developed with 42,200 square feet of industrial uses, approximately 83,000 square feet of manufacturing uses, approximately 27,400 square feet of office space, approximately 97,600 square feet of public storage, and approximately 30,200 square feet of warehouse space. As shown in **Table 52: Existing Trip Generation**, existing development at the Add Area generates approximately 1,728 daily trips.

Existing Intersection Conditions

Table 53: Existing Intersection Conditions summarizes the existing conditions of the 39 study intersections.

TABLE 53
EXISTING INTERSECTION CONDITIONS

No	Intersections	Peak Hour	Existing v/c	Existing LOS
1	De Soto Ave/Plummer St	AM PM	1.138 1.070	F F
2	De Soto Ave/Nordhoff St	AM PM	1.032 0.910	F E
3	De Soto Ave/Roscoe Blvd	AM PM	0.825 0.885	D D
4	Winnetka Ave/Devonshire St	AM PM	0.584 0.856	A D
5	Winnetka Ave/Lassen St	AM PM	0.778 0.765	C C
6	Winnetka Ave/Plummer St	AM PM	0.841 0.763	D C
7	Winnetka St/Prairie St	AM PM	0.616 0.642	B B
8	Winnetka Ave/Nordhoff St	AM PM	0.998 0.910	E E
9	Winnetka Ave/Parthenia St	AM PM	1.033 1.118	F F
10	Winnetka Ave/Roscoe Blvd	AM PM	0.989 0.912	E E
11	Winnetka Ave/Victory Blvd	AM PM	0.887 1.057	D F
12	Corbin Ave/Rinaldi St	AM PM	0.612 0.559	B A
13	Corbin Ave/Devonshire St	AM PM	1.051 0.942	F E
14	Corbin Ave/Lassen St	AM PM	1.132 0.947	F E
15	Corbin Ave/Plummer St	AM PM	0.993 1.071	E F
16	Corbin Ave/Prairie st	AM PM	0.631 0.783	B C
17	Corbin Ave/Nordhoff St & Nordhoff Pl	AM PM	0.443 0.984	A E
18	Corbin Ave/Nordhoff St & Nordhoff Way	AM PM	0.923 0.996	E E
19	Corbin Ave/Parthenia St	AM PM	1.070 1.058	F F
20	Corbin Ave/Roscoe Blvd	AM PM	0.877 0.833	D D
21	Corbin Ave/Saticoy St	AM PM	0.953 0.998	E E
22	Shirley Ave/Plummer St	AM PM	0.467 0.704	A C

23	Shirley Ave/Nordhoff St	AM PM	0.208 0.420	A A
24	Nordhoff St/Nordhoff Way	AM PM	0.304 0.537	A A
25	Tampa Ave/SR-118 WB Ramps	AM PM	0.893 0.744	D C
26	Tampa Ave/SR-118 EB Ramps	AM PM	0.880 0.843	D D
27	Tampa Ave/Chatsworth St	AM PM	0.695 0.649	B B
28	Tampa Ave/Devonshire St	AM PM	0.849 0.949	D E
29	Tampa Ave/Lassen St	AM PM	0.967 0.948	E E
30	Tampa Ave/Plummer St	AM PM	0.859 0.915	D E
31	Tampa Ave/Nordhoff St	AM PM	0.978 1.093	E F
32	Tampa Ave/Roscoe Blvd	AM PM	0.949 0.801	E D
33	Tampa Ave/Saticoy St	AM PM	0.942 0.921	E E
34	Wilbur Ave/Plummer St	AM PM	0.652 0.558	B A
35	Wilbur Ave/Nordhoff St	AM PM	0.600 0.582	B A
36	Reseda Blvd/Plummer St	AM PM	0.699 1.195	B F
37	Reseda Blvd/Nordhoff St	AM PM	0.820 0.966	D E
38	Reseda Blvd/Victory Blvd	AM PM	0.993 0.906	E E
39	Zelzah Ave/Nordhoff St	AM PM	0.897 0.875	D D

ENVIRONMENTAL IMPACTS

Project Site

Development at the Project Site could include one of the following scenarios:[89]

Scenario 1: Retail
340,000 square feet Retail
389 Senior Housing Units
35 Assisted Living Units

Scenario 2: Office
930,000 square feet Office
389 Senior Housing Units
35 Assisted Living Units

Scenario 3: Retail/Residential
250,000 square feet Retail
389 Senior Housing Units
35 Assisted Living Units
300 Condominium Units

Scenario 4: Office/Residential
690,000 square feet Office
389 Senior Housing Units
35 Assisted Living Units
300 Condominium Units

For purposes of traffic analysis, potential traffic impacts of the Project Site development were analyzed independently and are referred to in this traffic section as "Project Site Only".

Add Area

Development at the Add Area could include one of the following scenarios:

Scenario 1: Retail
200,000 square feet Retail

Scenario 2: Office
586,000 square feet Office

Scenario 3: Retail/Residential
150,000 square feet Retail
100 Condominium Units

Scenario 4: Office/Residential
435,000 square feet Office
100 Condominium Units

The following 39 study intersections were selected by Los Angeles Department of Transportation (LADOT) staff for analysis of potential impacts due to the proposed Project:

1. De Soto Avenue and Plummer Street
2. De Soto Avenue and Nordhoff Street

[89] The traffic study conducted assumes the Homeplace Retirement development to be approximately 588,000 square feet consisting of 336 Senior Housing units, 100 Nursing Home units, and 50 Assisted Living units. It has been determined by Linscott, Law & Greenspan Traffic Engineers that the proposed Project of 389 Senior Housing units and 35 Assisted Living units is less intensive and generates less daily trips than the project approved for the original traffic study. However, to maintain a worst case scenario for environmental analysis, traffic numbers generated in the original, more intensive traffic study are included in the traffic section. The proposed project will not exceed the trip generation and any potential traffic impacts identified in the original traffic study.

3. De Soto Avenue and Roscoe Boulevard
4. Winnetka Avenue and Devonshire Street
5. Winnetka Avenue and Lassen Street
6. Winnetka Avenue and Plummer Street
7. Winnetka Avenue and Prairie Street
8. Winnetka Avenue and Nordhoff Street
9. Winnetka Avenue and Parthenia Street
10. Winnetka Avenue and Roscoe Boulevard
11. Winnetka Avenue and Victory Boulevard
12. Corbin Avenue and Rinaldi Street
13. Corbin Avenue and Devonshire Street
14. Corbin Avenue and Lassen Street
15. Corbin Avenue and Plummer Street
16. Corbin Avenue and Prairie Street
17. Corbin Avenue and Nordhoff Place
18. Corbin Avenue and Nordhoff Street
19. Corbin Avenue and Parthenia Street
20. Corbin Avenue and Roscoe Boulevard
21. Corbin Avenue and Saticoy Street
22. Shirley Avenue and Plummer Street
23. Shirley Avenue and Nordhoff Street
24. Nordhoff Street and Nordhoff Way
25. Tampa Avenue and SR-118 Westbound Ramps
26. Tampa Avenue and SR-118 Eastbound Ramps
27. Tampa Avenue and Chatsworth Street
28. Tampa Avenue and Devonshire Street
29. Tampa Avenue and Lassen Street
30. Tampa Avenue and Plummer Street
31. Tampa Avenue and Nordhoff Street
32. Tampa Avenue and Roscoe Boulevard
33. Tampa Avenue and Saticoy Street
34. Wilbur Avenue and Plummer Street
35. Wilbur Avenue and Nordhoff Street
36. Reseda Boulevard and Plummer Street
37. Reseda Boulevard and Nordhoff Street
38. Reseda Boulevard and Victory Boulevard
39. Zelzah Avenue and Nordhoff Street

All of the study intersections selected for analysis are controlled by traffic signals.

Traffic Counts

Manual counts of vehicular turning movements were conducted at each of the 39 study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volume. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00AM and 3:00 to 6:00PM generally associated with peak commuter hours.

Existing traffic volumes for the AM and PM peak hours presented in **Table 54: Existing Traffic Volumes** are shown in **Figure 25: Existing Traffic Volumes Peak Hours, AM and PM**.

TABLE 54
EXISTING TRAFFIC VOLUMES

No	Intersection	Date	Dir	AM Peak Hour		PM Peak Hour	
				Began	Volume	Began	Volume
1	De Soto Ave/Plummer St[1]	3/14/02	NB SB EB WB	7:15	1,809 2,225 322 790	4:30	2,710 1,435 355 689
2	De Soto Ave/Nordhoff St[2]	1/25/01	NB SB EB WB	7:00	504 34 1,369 594	5:00	19 87 121 467
3	De Soto Ave/Roscoe Blvd[1]	3/14/02	NB SB EB WB	7:30	1,145 1,884 1,243 1,265	4:45	1,717 1,520 1,811 1,144
4	Winnetka Ave/Devonshire St[1]	3/12/02	NB SB EB WB	7:15	442 23 1,061 1,297	4:30	1,035 30 1,067 955
5	Winnetka Ave/Lassen St[1]	3/12/02	NB SB EB WB	7:15	778 853 1,003 1,140	4:30	1,391 440 1,204 689
6	Winnetka Ave/Plummer St[1]	3/12/02	NB SB EB WB	7:15	1,075 1,742 574 959	4:30	1,659 708 1,096 574
7	Winnetka St/Prairie St[1]	3/12/02	NB SB EB WB	7:15	1,502 2,045 113 149	4:45	1,760 956 248 405
8	Winnetka Ave/Nordhoff St[1]	3/12/02	NB SB EB WB	7:15	1,511 1,843 835 1,293	4:30	1,342 1,504 1,840 892
9	Winnetka Ave/Parthenia St[1]	3/12/02	NB SB EB WB	7:15	1,401 1,725 733 1,186	4:30	1,526 1,666 1,310 1,250
10	Winnetka Ave/Roscoe Blvd[1]	3/14/02	NB SB EB WB	7:30	1,198 1,502 1,077 1,307	4:45	1,254 1,327 1,369 1,109

11	Winnetka Ave/Victory Blvd[2]	3/27/01	NB SB EB WB	7:00	1,789 1,393 1,662 1,322	5:00	1,182 1,544 1,292 1,354
12	Corbin Ave/Rinaldi St[1]	3/13/02	NB SB EB WB	7:30	189 221 628 847	5:00	670 208 870 835
13	Corbin Ave/Devonshire St[1]	4/02/02	NB SB EB WB	7:15	562 1,218 1,178 2,130	4:45	1,395 474 1,641 1,278
14	Corbin Ave/Lassen St[1]	3/12/02	NB SB EB WB	7:15	655 1,698 1,154 1,380	4:45	1,767 730 1,247 706
15	Corbin Ave/Plummer St[1]	4/02/02	NB SB EB WB	7:30	804 1,705 545 1,212	5:00	1,799 820 1,384 606
16	Corbin Ave/Prairie St[1]	3/07/02	NB SB EB WB	7:30	1,329 1,379 56 100	4:30	1,613 1,175 498 196
17	Corbin Ave/Nordhoff St & Nordhoff Pl[2]	2/21/01	NB SB EB WB	7:00	1,384 1,540 1,557 1,663	5:00	968 1,289 1,889 1,903
18	Corbin Ave/Nordhoff St & Nordhoff Way[1]	3/13/02	NB SB EB WB	7:15	1,568 1,258 715 1,213	4:30	1,524 1,715 1,792 694
19	Corbin Ave/Parthenia St[1]	3/12/02	NB SB EB WB	7:15	1,590 1,237 953 1,413	4:45	1,460 1,396 1,255 1,320
20	Corbin Ave/Roscoe Blvd[1]	3/12/02	NB SB EB WB	7:30	1,063 1,407 1,193 1,192	5:00	1,196 1,312 1,406 1,215
21	Corbin Ave/Saticoy St[1]	3/14/02	NB SB EB WB	7:15	1,058 1,390 1,298 1,395	5:00	1,240 1,205 1,422 1,305
22	Shirley Ave/Plummer St[1]	3/07/02	NB SB EB WB	7:15	59 30 535 1,482	4:45	504 34 1,369 594
23	Shirley Ave/Nordhoff St[1]	3/07/02	NB SB EB WB	7:45	19 87 121 467	4:45	88 262 463 531
24	Nordhoff St/Nordhoff Way[1]	4/02/02	NB SB EB WB	7:15	9 62 667 1,174	4:45	105 545 1,370 733
25	Tampa Ave/SR-118 WB Ramps [1]	3/13/02	NB SB EB WB	7:30	618 892 0 1,680	5:00	1,173 597 0 1,531

26	Tampa Ave/SR-118 EB Ramps[1]	3/13/02	NB SB EB WB	7:15	1,540 2,331 664 0	4:45	2,361 1,611 154 303
27	Tampa Ave/Chatsworth St[2]	4/02/02	NB SB EB WB	8:00	1,189 2,363 144 482	5:00	2,158 1,806 154 303
28	Tampa Ave/Devonshire St[1]	3/12/02	NB SB EB WB	7:15	1,051 1,717 916 1,398	4:45	1,843 1,193 1,267 871
29	Tampa Ave/Lassen St[1]	3/13/02	NB SB EB WB	7:15	1,024 1,821 1,068 1,494	4:45	1,815 1,305 1,432 825
30	Tampa Ave/Plummer St[1]	3/13/02	NB SB EB WB	7:15	1,033 1,838 554 1,247	4:30	1,468 1,351 1,888 558
31	Tampa Ave/Nordhoff St[1]	3/13/02	NB SB EB WB	7:15	1,415 1,757 805 1,663	4:30	1,789 1,393 1,662 1,322
32	Tampa Ave/Roscoe Blvd[1]	3/13/02	NB SB EB WB	7:15	1,182 1,544 1,292 1,354	5:00	1,357 1,441 1,497 1,467
33	Tampa Ave/Saticoy St[1]	3/14/02	NB SB EB WB	7:30	1,019 1,469 1,333 1,347	5:00	1,421 1,447 1,499 1,381
34	Wilbur Ave/Plummer St[1]	3/13/02	NB SB EB WB	7:15	427 1,154 503 609	4:45	598 481 1,207 506
35	Wilbur Ave/Nordhoff St[1]	3/14/02	NB SB EB WB	7:15	174 690 1,138 1,445	4:45	254 352 1,747 1,339
36	Reseda Blvd/Plummer St[1]	3/14/02	NB SB EB WB	7:15	970 1,600 588 92	4:30	1,512 2,665 731 487
37	Reseda Blvd/Nordhoff St[1]	3/14/02	NB SB EB WB	7:30	1,014 1,264 1,172 1,673	3:30	1,384 1,540 1,557 1,663
38	Reseda Blvd/Victory Blvd[1]	3/14/02	NB SB EB WB	7:30	968 1,289 1,889 1,903	5:00	1,250 1,089 2,067 1,612
39	Zelzah Ave/Nordhoff St[1]	3/14/02	NB SB EB WB	7:30	245 1,091 1,291 2,203	5:00	306 970 2,360 1,477

[1]Count conducted by Accutek
[2]Count conducted by LADOT

Figure 25: Existing Traffic Volumes AM and PM Peak Hours (Page 1 of 2)

Figure 25: Existing Traffic Volumes AM and PM Peak Hours (Page 2 of 2)

THRESHOLDS OF SIGNIFICANCE

The 39 study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines the Volume to Capacity (v/c) ratio on a critical lane basis. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The Levels of Service vary from LOS A (free flow) to LOS F (jammed condition).

The significance of the potential impacts of project generated traffic at each study intersection was identified using the traffic impact criteria set forth in LADOT's *Traffic Study Policies and Procedures*, November 1993. According to the City's published traffic study guidelines, a significant transportation impact is determined based on the sliding scale criteria presented in **Table 55: Significant Intersection Impact Thresholds**.

TABLE 55
SIGNIFICANT INTERSECTIONS IMPACT THRESHOLDS[1]

Final v/c	Level of Service	Project Related Increase in v/c
> 0.700 - 0.800	C	Equal to or greater than 0.04
> 0.800 - 0.900	D	Equal to or greater than 0.02
> 0.900	E-F	Equal to or greater than 0.01

[1]**SOURCE:** LADOT's *Traffic Study Policies and Procedures*, November, 1993.

ENVIRONMENTAL IMPACTS

Traffic volumes expected to be generated by the proposed development scenarios during AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 6th Edition, 1997.

Thirty-nine study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines volume to capacity (v/c) ratio on a critical lane basis. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The Levels of Service vary from LOS A (free flow) to LOS F (jammed condition).

Project Site Traffic Generation

It should be noted that specific vehicular access points to and from the Project Site have not been determined at this time. For purposes of analysis, it is assumed that vehicular access to the Project Site will be provided via Prairie Street, Corbin Avenue, Nordhoff Street, and Shirley Avenue. It is anticipated that full access (both ingress and egress) turning movements will be accommodated at the Project driveways for both sites.

A 20 percent pass-by adjustment has been applied to the traffic volumes forecasts for the retail component of Scenarios 1 and 3 for both the Project Site Only and Full Build Out Projects. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. The pass-by traffic forecast has been estimated based on existing traffic volumes at the study intersection, on recommended practice in Chapter 5 of the ITE *Trip Generation Handbook*, October, 1998, and on LADOT policy. A 10 percent internal capture adjustment has been applied to the traffic volume forecasts for the residential component of Scenarios 3 and 4 for both the Project Site Only and Full Build Out Projects. Trips otherwise made from residential land uses to an office or retail land use destination would be captured internally by the proposed mixed-use development because residents would be able to walk, rather than drive, to their destination..

Scenario 1: Retail Project Site Only

As shown in **Table 56: Scenario 1 Retail Trip Generation, Project Site Only**, Scenario 1: Retail Project Site Only is expected to generate a net reduction of 87 vehicle trips (140 fewer inbound and 53 more outbound) during the AM peak hour. During the PM peak hour, the proposed Project is expected to generate 821 net new vehicle trips (519 inbound and 303 outbound). Over a 24-hour period, the proposed Project is forecast to generate 10,714 net new daily trip ends during a typical weekday (5,357 inbound and 5,357 outbound trips).

Scenario 2: Office Project Site Only

As shown in **Table 57: Scenario 2 Office Trip Generation, Project Site Only**, Scenario 2: Office Project Site Only is expected to generate a total of 750 net new vehicle trips (668 inbound and 82 outbound) during the AM peak hour. During the PM peak hour, Scenario 2: Office Project Site Only is expected to generate 817 net new vehicle trips (169 inbound and 648 outbound). Over a 24-hour period, Scenario 2: Office Project Site Only is forecast to generate 6,094 net new daily trip ends during a typical weekday (3,047 inbound and 3,047 outbound trips).

Scenario 3: Retail/Residential Project Site Only

As shown in **Table 58: Scenario 3 Retail/Residential Trip Generation Project Site Only**, Scenario 3: Retail/Residential Project Site Only is expected to generate a net reduction of 21 vehicle trips (149 fewer inbound and 127 outbound) during the AM peak hour. During the PM peak hour, Scenario 3: Retail/Residential Project Site Only is expected to generate 752 net new vehicle trips (511 inbound and 240 outbound). Over a 24-hour period, Scenario 3: Retail/Residential Project Site Only is forecast to generate 10,056 net new daily trip ends during a typical weekday (5,028 inbound and 5,028 outbound trips).

TABLE 56
SCENARIO 1: RETAIL TRIP GENERATION, PROJECT SITE ONLY[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site								
Shopping Center[3]	340,000 sf	14,973	202	129	331	676	732	1,408
Less 20% Pass-By[4]		(2,995)	(40)	(26)	(66)	(135)	(146)	(282)
Subtotal		11,978	162	103	265	541	586	1,126
Homeplace facility[5]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[6]	340,000 glsf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal		(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Trips at Non-Adjacent Intersections		**10,714**	**(140)**	**53**	**(87)**	**519**	**303**	**821**
Trips at Adjacent Intersections		**13,709**	**(100)**	**79**	**(21)**	**654**	**449**	**1,103**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 820 (Shopping Center) trip generation equation rates
[4]Pass-by trip reduction based on LADOT policy on pass-by trips. The pass-by trip reduction will be applied to the study intersections located immediately adjacent to the project site.
[5]Source: "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[6]ITE Land Use Code 760 (Research & Development) trip generation equation rates

TABLE 57
SCENARIO 2: OFFICE TRIP GENERATION, PROJECT SITE ONLY[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site								
General Office[3]	930,000 sf	7,358	970	132	1,102	191	931	1,122
Subtotal		7,358	970	132	1,102	191	931	1,122
Homeplace facility[4]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[5]	340,000 glsf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal		(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Trips at Non-Adjacent Intersections		**6,094**	**668**	**82**	**750**	**169**	**648**	**817**
Trips at Adjacent Intersections		**6,094**	**668**	**82**	**750**	**169**	**648**	**817**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 710 (Office) trip generation equation rates
[4]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[5]ITE Land Use Code 760 (Research & Development) trip generation equation rates

TABLE 58
SCENARIO 3: RETAIL/RESIDENTIAL TRIP GENERATION, PROJECT SITE ONLY[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site								
Shopping Center[3]	250,000 sf	12,288	168	108	276	552	598	1,150
Less 20% Pass-By[4]		(2,458)	(34)	(22)	(55)	(110)	(120)	(230)
Condominiums[5]	300 du	1,656	21	101	122	102	50	152
Less 10% Internal Capture[6]		(166)	(2)	(10)	(12)	(10)	(5)	(15)
Subtotal		11,320	153	177	331	533	523	1,057
Homeplace facility[7]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[8]	340,000 glsf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal		(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Trips at Non-Adjacent Intersections		**10,056**	**(149)**	**127**	**(21)**	**511**	**240**	**752**
Trips at Adjacent Intersections		**12,514**	**(115)**	**149**	**34**	**622**	**360**	**982**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 820 (Shopping Center) trip generation equation rates
[4]Pass-by trip reduction based on LADOT policy on pass-by trips. The pass-by trip reduction will be applied to the study intersections located immediately adjacent to the project site.
[5]ITE Land Use Code 230 (Condominiums) trip generation equation rates
[6]Internal trip capture reduction based on synergy between retail and residential land uses
[7]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[8]ITE Land Use Code 760 (Research & Development) trip generation equation rates

Scenario 4: Office/Residential Project Site Only

As shown in **Table 59: Scenario 4 Office/Residential Trip Generation, Project Site Only**, Scenario 4: Office/Residential Project Site Only is expected to generate a total of 627 net new vehicle trips (482 inbound and 145 outbound) during the AM peak hour. During the PM peak hour, Scenario 4: Office/Residential Project Site Only is expected to generate 685 net new vehicle trips (215 inbound and 471 outbound). Over a 24-hour period, Scenario 4: Office/Residential Project Site Only is forecast to generate 6,076 net new daily trip ends during a typical weekday (3,038 inbound and 3,038 outbound trips).

TABLE 59
SCENARIO 4: OFFICE/RESIDENTIAL TRIP GENERATION, PROJECT SITE ONLY[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site								
General Office[3]	690,000 sf	5,850	765	104	869	145	708	853
Condominiums[4]	300 du	1,656	21	101	122	102	50	152
Less 10% Internal Capture[5]		(166)	(2)	(10)	(12)	(10)	(5)	(15)
Subtotal		7,340	784	195	979	237	753	990
Homeplace facility[6]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[7]	340,000 glsf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal		(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Trips at Non-Adjacent Intersections		**6,076**	**482**	**145**	**627**	**215**	**471**	**685**
Trips at Adjacent Intersections		**6,076**	**482**	**145**	**627**	**215**	**471**	**685**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 710 (Office) trip generation equation rates
[4]ITE Land Use Code 230 (Condominium) trip generation equation rates
[5]Internal trip capture reduction based on synergy between office and residential land uses
[6]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[7]ITE Land Use Code 760 (Research & Development) trip generation equation rates

Based on discussions with LADOT staff, a generalized distribution pattern was developed for development scenarios determined for the Project Site Only. Project traffic was assigned to the local roadway system based on a traffic distribution pattern which reflected the proposed Project Site Only land uses, the anticipated vehicular site access scheme, existing traffic movements, characteristics of the surrounding roadway system, and nearby residential areas. The distribution

pattern was developed in consultation with City staff and was submitted for review and approval by LADOT staff before finalization.

The corresponding forecast AM and PM peak hour traffic volumes at the study intersections for each of the Project Site Only scenarios are shown in **Figures 26** thru **29, Project Traffic Volumes AM and PM Peak Hours, Project Site Only**.

Future Traffic Conditions

A forecast of on-street traffic conditions prior to development of the site was prepared by incorporating potential trips associated with other known development projects (related projects) in the area.

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

(a) Existing traffic conditions.
(b) Condition (a) plus two percent (2%) ambient traffic growth through 2005.
(c) Condition (b) with completion and occupancy of the related projects.
(d) Condition (c) with completion and occupancy of the proposed development scenarios (2005).
(e) Condition (d) with implementation of mitigation measures, where necessary.

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

Future Conditions with Ambient Growth

Growth in traffic due to the combined effects of continuing development, intensification of existing development, and other factors was assumed to be two percent (2%) per year through 2005. This ambient growth incrementally increases the volume to capacity ratios at all of the study intersections.

An annual two percent (2.0%) ambient growth rate was assumed so as to account for unknown related projects in the vicinity of the site. Additionally, it was assumed that all new development on the site will be complete and occupied by 2005.

It should be noted that installation of LADOT's Automated Traffic Surveillance and Control System (ATSAC)/Adaptive Traffic Control System (ATCS) is assumed to be complete by 2005 at study intersections located within the Ronald Reagan Freeway Corridor System (i.e., from Devonshire Street to Rinaldi Street). LADOT estimates that the ATSAC system reduces the critical Volume to Capacity (v/c) ratios by seven percent (0.07) and ATCS system upgrades

Figure 26: Project Traffic Volumes AM and PM Peak Hours Scenario 1: Retail, Project Site Only (Page 1 of 2)

Figure 26: Project Traffic Volumes AM and PM Peak Hours Scenario 1: Retail, Project Site Only (Page 2 of 2)

Figure 27: Project Traffic Volumes AM and PM Peak Hours Scenario 2: Office, Project Site Only (Page 1 of 2)

Figure 27: Project Traffic Volumes AM and PM Peak Hours Scenario 2: Office, Project Site Only (Page 2 of 2)

Figure 28: Project Traffic Volumes AM and PM Peak Hours Scenario 3: Retail/Residential, Project Site Only (Page 1 of 2)

Figure 28: Project Traffic Volumes AM and PM Peak Hours Scenario 3: Retail/Residential, Project Site Only (Page 2 of 2)

Figure 29: Project Traffic Volumes AM and PM Peak Hours Scenario 4: Office/Residential, Project Site Only (Page 1 of 2)

Figure 29: Project Traffic Volumes AM and PM Peak Hours Scenario 4: Office/Residential, Project Site Only (Page 2 of 2)

further reduces the critical v/c ratios by three percent (0.03). Therefore, a 0.10 reduction in the v/c ratios was assumed in the future pre-Project conditions (i.e., with ambient growth). The Reseda and Canoga Park Systems are not anticipated to be complete until 2006, which is after the anticipated build out of the proposed Project. Accordingly, reductions in the v/c ratios have not been assumed in the future pre-project conditions at study intersections located within the Reseda and Canoga Park Systems.

Future Conditions with Related Projects

The Levels of Service at all of the study intersections are incrementally increased by the addition of traffic generated by related projects. Summaries of the v/c ratios and LOS values for the study intersections during the AM and PM peak hours as a result of ambient growth, related project traffic, and the proposed Project Site Only development scenarios are shown in **Tables 59** through **62, Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours.**

As shown in Column [2] of the Level of Service Summary Tables, 14 of the 39 study intersections are expected to operate at LOS D or better during the AM and/or PM peak hours with the addition of ambient growth traffic. Twenty five study intersections are expected to operate at LOS E or F during peak hours with the addition of ambient growth traffic.

As presented in Column [3] of the Level of Service Summary Tables, 13 of the 39 study intersections are expected to operate at LOS D or better during the AM and/or PM peak hours with the addition of growth in ambient traffic and traffic due to related projects. Twenty six study intersections are anticipated to operate at LOS E or F with the addition of growth in ambient traffic and related project traffic during peak hours.

Roadway improvements associated with the Porter Ranch development project at Intersections 12, 13, and 27 have been assumed in the future pre-project conditions. Porter Ranch project mitigation at the Corbin Avenue and Rinaldi Street intersection (Intersection 12) includes restriping the northbound and southbound approaches to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. The Porter Ranch project mitigation at the Corbin Avenue and Devonshire Street (Intersection 13) intersection includes restriping the southbound approach to provide one left-turn lane, two through lanes, and one shared through/right-turn lane. The Porter Ranch project mitigation at the Tampa Avenue and Chatsworth Street intersection (Intersection 27) includes restriping the northbound Tampa Avenue approach to provide one left-turn lane, three through lanes, and one shared through/right-turn lane.

Traffic generation for related projects for the AM and PM peak hours and a typical weekday is presented in **Table 60: Related Project Trip Generation.** The anticipated distribution of related project traffic volumes at study intersections during AM and PM peak hours is shown in **Figure 30: Related Project Traffic Volumes AM and PM Peak Hours.**

TABLE 60
RELATED PROJECT TRIP GENERATION[1]

Project No	Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
				In	Out	Total	In	Out	Total
1	Courthouse[3]	8 courts	n/a	490	65	555	15	330	345
2	Shopping Center[3] Less 50% Pass-by[4]	28,404 gsf	3,035 (1,519)	46 (23)	29 (15)	75 (38)	131 (66)	142 (71)	273 (137)
3	Drug Store[5]	16,580 gsf	(170)	(26)	(2)	(28)	16	(14)	2
4	Church[6] Senior Residential Facility[7] Nursery School[8]	6,700 gsf 58 du 45 students	61 50 203	3 3 19	2 2 17	5 5 36	2 3 18	2 2 21	4 5 39
5	Porter Ranch[9] Apartments Office Medical Office Hotel Rooms Retail Restaurant Church	 3,395 du 560,000 sf 80,000 sf 300 rooms 2,275,000 sf 45,000 sf 193,000 sf	129,250	2,653	2,821	5,474	6,330	6,226	12,556
6	Deer Lake Ranch[10]	484 du	4,632	91	272	363	313	176	489
7	LAUSD[11]	888 students	1,288	233	176	409	67	75	142
8	Office[12]	80,000 sf	1,118	137	19	156	29	140	169
9	Las Lomas Project[13]								
10	CSUN Masterplan[14]								
11	Private High School[15]	550 students	1,925	304	202	506	42	68	110
	Total		**139,874**	**3,930**	**3,589**	**7,519**	**6,901**	**7,097**	**13,998**

[1]Source: ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]LADOT trip generation forecast
[4]Pass-by trips are attracted from traffic passing the site on an adjacent street containing direct access to the site. The pass-by reductions were based on LADOT policy on pass-by trips.
[5]Source: Northridge Sav-On (Store #9643) Project Traffic Impact Study prepared by LLG Engineers, February, 2002
[6]ITE Land Use Code 560 (church) average trip generation rates. The 600 seat sanctuary was assumed to be 6,700 sf
[7]ITE Land Use Code 253 (Senior Houfing Attached) average trip generation rates
[8]ITE Land Use Code 565 (Day Care) average trip generation rates
[9]Source: Porter Ranch Specific Plan Traffic Impact Study, prepared by Crain & Associates, March 2000. Pursuant to the direction of LADOT staff, approximately one-third of the development is anticipated to be complete by 2005.
[10]Source: Deer Lake Ranch Traffic Impact Study, prepared by LLG Engineers, revised November, 2001
[11]ITE Land Use Code 522 (High School) average trip generation rates
[12]ITE Land Use Code 710 (Office) trip generation equation rates
[13]The Las Lomas project is located in the County of Los Angeles and is not anticipated to commence construction until after 2005 (after the proposed Project completion)
[14]This phase of the CSUN Masterplan project is currently in planning stages and is not anticipated to be built and occupied until after 2005 (after the proposed Project completion)
[15]ITE Land Use Code 521 (Private High School) average trip generation rates

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of two percent (2.0%) per year to 2005 (i.e., the anticipated year of completion). Application of this annual ambient growth factor allows for a

Figure 30: Related Project Traffic Volumes AM and PM Peak Hours (Page 1 of 2)

Figure 30: Related Project Traffic Volumes AM and PM Peak Hours (Page 2 of 2)

conservative worst case forecast of future traffic volumes in the area. The ambient growth factor was determined by LADOT staff.

Future Conditions with Project – Scenario 1: Retail, Project Site Only

As shown in Column [4] of **Table 61: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours, Scenario 1 Retail, Project Site Only,** application of the City's significant traffic impact thresholds to the future with Scenario 1: Retail Project Site Only would result in a significant impact to 13 study intersections. According to the LADOT impact criteria, Scenario 1: Retail Project Site Only would create significant impacts during the peak hours at the intersections identified in **Table 62: Level of Service Summary Before Mitigation Scenario 1 Retail, Project Site Only.**

TABLE 61
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS SCENARIO 1: RETAIL, PROJECT SITE ONLY

No.	Intersection	Peak Hour	[1] 2002 Existing V/C	[1] LOS	[2] 2005 W/ Ambient Growth V/C	[2] LOS	[3] 2005 W/ Related Projects V/C	[3] LOS	[4] 2005 W/ Scenario 1 V/C	[4] LOS	[4] Change v/c [(4)-(3)]	[4] Sig. Imp	[5] 2005 W/ Project Mitigation V/C	[5] LOS	[5] Change v/c [(5)-(3)]	[5] Mit.
1	De Soto Ave./ Plummer St.	AM	1.138	F	1.206	F	1.226	F	1.226	F	0.000	NO	1.072	F	-0.154	---
		PM	1.070	F	1.134	F	1.170	F	1.179	F	0.009	NO	1.060	F	-0.110	---
2	De Soto Ave./ Nordhoff St.	AM	1.032	F	1.093	F	1.139	F	1.140	F	0.001	NO	1.023	F	-0.116	---
		PM	0.910	E	0.964	E	0.990	E	0.994	E	0.004	NO	0.937	E	-0.053	---
3	De Soto Ave./ Roscoe Blvd.	AM	0.825	D	0.874	D	0.886	D	0.887	D	0.001	NO	0.839	D	-0.047	---
		PM	0.885	D	0.939	E	0.970	E	0.978	E	0.008	NO	0.905	E	-0.065	---
4	Winnetka Ave./ Devonshire St.	AM	0.584	A	0.519	A	0.519	A	0.519	A	0.000	NO	0.516	A	-0.003	---
		PM	0.856	D	0.807	D	0.828	D	0.832	D	0.004	NO	0.807	D	-0.021	---
5	Winnetka Ave./ Lassen St.	AM	0.778	C	0.825	D	0.844	D	0.843	D	-0.001	NO	0.832	D	-0.012	---
		PM	0.765	C	0.811	D	0.833	D	0.836	D	0.003	NO	0.825	D	-0.008	---
6	Winnetka Ave./ Plummer St.	AM	0.841	D	0.891	D	0.910	E	0.909	E	-0.001	NO	0.855	D	-0.055	---
		PM	0.763	C	0.808	D	0.829	D	0.833	D	0.004	NO	0.807	D	-0.022	---
7	Winnetka Ave./ Prairie St.	AM	0.616	B	0.653	B	0.755	C	0.748	C	-0.007	NO	0.726	C	-0.029	---
		PM	0.642	B	0.681	B	0.739	C	0.758	C	0.019	NO	0.736	C	-0.003	---
8	**Winnetka Ave./ Nordhoff St.**	**AM**	**0.998**	**E**	**1.058**	**F**	**1.118**	**F**	**1.117**	**F**	**-0.001**	**NO**	**1.071**	**F**	**-0.047**	**---**
		PM	**0.910**	**E**	**0.965**	**E**	**0.971**	**E**	**0.984**	**E**	**0.013**	**YES**	**0.964**	**E**	**-0.007**	**YES**
9	**Winnetka Ave./ Parthenia St.**	**AM**	**1.033**	**F**	**1.095**	**F**	**1.097**	**F**	**1.098**	**F**	**0.001**	**NO**	**1.079**	**F**	**-0.018**	**---**
		PM	**1.118**	**F**	**1.185**	**F**	**1.191**	**F**	**1.202**	**F**	**0.011**	**YES**	**1.183**	**F**	**-0.008**	**YES**
10	Winnetka Ave./ Roscoe Blvd.	AM	0.989	E	1.048	F	1.051	F	1.052	F	0.001	NO	1.034	F	-0.017	---
		PM	0.912	E	0.966	E	0.979	E	0.988	E	0.009	NO	0.970	E	-0.009	---
11	Winnetka Ave./ Victory Blvd.	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.001	NO	0.908	E	-0.006	---
		PM	1.057	F	1.095	F	1.095	F	1.098	F	0.003	NO	1.091	F	-0.004	---
12	Corbin Ave./ Rinaldi St.	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	---
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	—
13	**Corbin Ave./ Devonshire St.**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.927**	**E**	**-0.002**	**NO**	**0.906**	**E**	**-0.023**	**---**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.978**	**E**	**0.013**	**YES**	**0.947**	**E**	**-0.018**	**YES**
14	**Corbin Ave./ Lassen St.**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.255**	**F**	**-0.008**	**NO**	**1.218**	**F**	**-0.045**	**---**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.064**	**F**	**0.020**	**YES**	**1.027**	**F**	**-0.017**	**YES**
15	**Corbin Ave./ Plummer St.**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.106**	**F**	**-0.013**	**NO**	**1.040**	**F**	**-0.079**	**---**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.228**	**F**	**0.043**	**YES**	**1.080**	**F**	**-0.105**	**YES**
16	**Corbin Ave./ Praire St.**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.750**	**C**	**0.013**	**NO**	**0.700**	**C**	**-0.037**	**---**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**1.012**	**F**	**0.140**	**YES**	**0.786**	**C**	**-0.086**	**YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.626**	**B**	**-0.002**	**NO**	**0.589**	**A**	**-0.039**	**---**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.182**	**F**	**0.074**	**YES**	**0.929**	**E**	**-0.179**	**YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM**	**0.923**	**E**	**0.978**	**E**	**1.026**	**F**	**1.025**	**F**	**-0.001**	**NO**	**0.965**	**E**	**-0.061**	**---**
		PM	**0.996**	**E**	**1.056**	**F**	**1.092**	**F**	**1.133**	**F**	**0.041**	**YES**	**1.074**	**F**	**-0.018**	**YES**
19	**Corbin Ave./ Parthenia St.**	**AM**	**1.070**	**F**	**1.134**	**F**	**1.151**	**F**	**1.141**	**F**	**-0.010**	**NO**	**1.085**	**F**	**-0.066**	**---**
		PM	**1.058**	**F**	**1.121**	**F**	**1.150**	**F**	**1.199**	**F**	**0.049**	**YES**	**1.143**	**F**	**-0.007**	**YES**

20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.877 0.833**	**D D**	**0.929 0.883**	**E D**	**0.960 0.911**	**E E**	**0.957 0.947**	**E E**	**-0.003 0.036**	**NO YES**	**0.921 0.910**	**E E**	**-0.039 -0.001**	**--- YES**
21	Corbin Ave./ Saticoy St.	AM PM	0.953 0.998	E E	1.010 1.058	F F	1.031 1.074	F F	1.032 1.081	F F	0.001 0.007	NO NO	1.002 1.051	F F	-0.029 -0.023	--- ---
22	Shirley Ave./ Plummer St.	AM PM	0.467 0.704	A C	0.495 0.747	A C	0.499 0.750	A C	0.497 0.785	A C	-0.002 0.035	NO NO	0.497 0.785	A C	-0.002 0.035	--- ---
23	Shirley Ave./ Nordhoff St.	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.290 0.544	A A	-0.008 0.093	NO NO	0.290 0.544	A A	-0.008 0.093	--- ---
24	Nordhoff St./ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.332 0.596	A A	0.004 0.024	NO NO	0.332 0.596	A A	0.004 0.024	--- ---
25	Tampa Ave./SR-118 WB Ramps	AM PM	0.893 0.744	D C	0.846 0.689	D B	0.855 0.702	D C	0.851 0.718	D C	-0.004 0.016	NO NO	0.844 0.711	D C	-0.011 0.009	--- ---
26	Tampa Ave./SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.842 0.826	D D	0.001 0.005	NO NO	0.842 0.826	D D	0.001 0.005	--- ---
27	Tampa Ave./ Chatsworth St.	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.681 0.558	B A	-0.003 0.005	NO NO	0.674 0.553	B A	-0.010 0.000	--- ---
28	Tampa Ave./ Devonshire St.	AM PM	0.849 0.949	D E	0.800 0.906	D E	0.844 0.950	D E	0.840 0.959	D E	-0.004 0.009	NO NO	0.821 0.944	D E	-0.023 -0.006	--- ---
29	Tampa Ave./ Lassen St.	AM PM	0.967 0.948	E E	1.025 1.005	F F	1.047 1.027	F F	1.043 1.036	F F	-0.004 0.009	NO NO	1.028 1.022	F F	-0.019 -0.005	--- ---
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.859 0.915**	**D E**	**0.911 0.970**	**E E**	**0.937 0.980**	**E E**	**0.932 1.001**	**E F**	**-0.005 0.021**	**NO YES**	**0.914 0.982**	**E E**	**-0.023 0.002**	**--- YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**0.978 1.093**	**E F**	**1.036 1.158**	**F F**	**1.122 1.181**	**F F**	**1.111 1.194**	**F F**	**-0.011 0.013**	**NO YES**	**1.087 1.168**	**F F**	**-0.035 -0.013**	**--- YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	0.949 0.801	E D	1.006 0.849	F D	1.010 0.854	F D	1.009 0.865	F D	-0.001 0.011	NO NO	0.993 0.853	E D	-0.017 -0.001	--- ---
33	Tampa Ave./ Saticoy St.	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.002 0.983	F E	0.000 0.005	NO NO	0.989 0.974	E E	-0.013 -0.004	--- ---
34	Wilbur Ave./ Plummer St.	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.698 0.602	B B	-0.002 0.012	NO NO	0.698 0.602	B B	-0.002 0.012	--- ---
35	Wilbur Ave./ Nordhoff St.	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.656 0.633	B B	-0.003 0.015	NO NO	0.656 0.633	B B	-0.003 0.015	--- ---
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.699 1.195**	**B F**	**0.741 1.266**	**C F**	**0.739 1.291**	**C F**	**0.739 1.301**	**C F**	**0.000 0.010**	**NO YES**	**0.668 1.269**	**B F**	**-0.071 -0.022**	**--- YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.820 0.966	D E	0.869 1.024	D F	0.898 1.035	D F	0.896 1.042	D F	-0.002 0.007	NO NO	0.896 1.042	D F	-0.002 0.007	--- ---
38	Reseda Blvd./ Victory Blvd.	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.028 0.944	F E	0.000 0.004	NO NO	1.028 0.944	F E	0.000 0.004	--- ---
39	Zelzah Ave./ Nordhoff St.	AM PM	0.897 0.875	D D	0.851 0.928	D E	0.913 0.945	E E	0.910 0.953	E E	-0.003 0.008	NO NO	0.910 0.953	E E	-0.003 0.008	--- ---

TABLE 62
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 1: RETAIL PROJECT SITE ONLY

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
8	PM	Winnetka Ave/Nordhoff Street	0.971	0.984	0.013	E	E
9	PM	Winnetka Ave/Parthenia st	1.191	1.202	0.011	F	F
13	PM	Corbin Ave/Devonshire St	0.965	0.978	0.013	E	E
14	PM	Corbin Ave/Lassen St	1.044	1.064	0.020	F	F
15	PM	Corbin Ave/Plummer St	1.185	1.228	0.043	F	F
16	PM	Corbin Ave/Prairie St	0.872	1.012	0.140	D	F
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.182	0.074	F	F
18	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.133	0.041	F	F
19	PM	Corbin Ave/Parthenia St	1.150	1.199	0.049	F	F
20	PM	Corbin Ave/Roscoe Blvd	0.911	0.947	0.036	E	E
30	PM	Tampa Ave/Plummer St	0.980	1.001	0.021	E	F
31	PM	Tampa Ave/Nordhoff St	1.181	1.194	0.013	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.301	0.010	F	F

As indicated in **Table 61: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 1 Retail, Project Site Only,** incremental but not significant impacts are noted at the remaining study intersections due to the development of Scenario 1: Retail Project Site Only. Traffic volumes in the future resulting from Scenario 1: Retail Project Site Only (existing, ambient growth, related projects, and Scenario 1: Retail Project Site Only) for the AM and PM peak hours are shown in **Figure 31: Future Traffic Volumes with Scenario 1 Retail, Project Site Only.**

Future Conditions with Project – Scenario 2: Office Project Site Only

As shown in Column [4] of **Table 63: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 2 Office, Project Site Only** application of the City's significant traffic impact thresholds to the future with Scenario 2: Office Project Site Only would result in a significant impact to 19 study intersections. According to the LADOT impact criteria, Scenario 2: Office Project Site Only would create significant impacts during peak hours at the intersections identified in **Table 64: Level of Service Summary Before Mitigation Scenario 2 Office, Project Site Only.**

Figure 31: Future Traffic Volumes AM and PM Peak Hour With Scenario 1: Retail, Project Site Only (Page 1 of 2)

Figure 31: Future Traffic Volumes AM and PM Peak Hour With Scenario 1: Retail, Project Site Only (Page 2 of 2)

TABLE 63
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS SCENARIO 2 OFFICE, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig. Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
1	**De Soto Ave/ Plummer St**	**AM** **PM**	**1.138** **1.070**	**F** **F**	**1.206** **1.134**	**F** **F**	**1.226** **1.170**	**F** **F**	**1.233** **1.084**	**F** **F**	**0.007** **0.014**	**NO** **YES**	**1.079** **0.964**	**F** **E**	**-0.147** **-0.106**	**—** **YES**	**1.077** **0.962**	**F** **E**	**-0.149** **-0.108**	**—** **—**
2	De Soto Ave/ Nordhoff St	AM PM	1.032 0.910	F E	1.093 0.964	F E	1.139 0.990	F E	1.140 0.995	F E	0.001 0.005	NO NO	1.023 0.938	F E	-0.116 -0.052	— —	1.023 0.935	F E	-0.116 -0.055	— —
3	De Soto Ave/ Roscoe Blvd	AM PM	0.825 0.885	D D	0.874 0.939	D E	0.886 0.970	D E	0.888 0.977	D E	0.002 0.007	NO NO	0.839 0.904	D E	-0.047 -0.066	— —	0.839 0.903	D E	-0.047 -0.067	— —
4	Winnetka Ave/ Devonshire St	AM PM	0.584 0.856	A D	0.519 0.807	A D	0.519 0.828	A D	0.520 0.829	A D	0.001 0.001	NO NO	0.517 0.805	A D	-0.002 -0.023	— —	0.517 0.805	A D	-0.002 -0.023	— —
5	Winnetka Ave/ Lassen St	AM PM	0.778 0.765	C C	0.825 0.811	D D	0.844 0.833	D D	0.849 0.834	D D	0.005 0.001	NO NO	0.838 0.823	D D	-0.006 -0.010	— —	0.837 0.822	D D	-0.007 -0.011	— —
6	Winnetka Ave/ Plummer St	AM PM	0.841 0.763	D C	0.891 0.808	D D	0.910 0.829	E D	0.917 0.833	E D	0.007 0.004	NO NO	0.864 0.806	D D	-0.046 -0.023	— —	0.863 0.805	D D	-0.047 -0.024	— —
7	**Winnetka Ave/ Prairie St**	**AM** **PM**	**0.616** **0.642**	**B** **B**	**0.653** **0.681**	**B** **B**	**0.755** **0.739**	**C** **C**	**0.797** **0.760**	**C** **C**	**0.042** **0.021**	**YES** **NO**	**0.775** **0.737**	**C** **C**	**-0.020** **-0.002**	**YES** **—**	**0.766** **0.733**	**C** **C**	**0.011** **-0.006**	**—** **—**
8	**Winnetka Ave/ Nordhoff St**	**AM** **PM**	**0.998** **0.910**	**E** **E**	**1.058** **0.965**	**F** **E**	**1.118** **0.971**	**F** **E**	**1.129** **0.975**	**F** **E**	**0.011** **0.004**	**YES** **NO**	**1.082** **0.955**	**F** **E**	**-0.036** **-0.016**	**YES** **—**	**1.080** **0.955**	**F** **E**	**-0.038** **-0.016**	**—** **—**
9	Winnetka Ave/ Parthenia St	AM PM	1.033 1.118	F F	1.095 1.185	F F	1.097 1.191	F F	1.098 1.195	F F	0.001 0.004	NO NO	1.080 1.176	F F	-0.017 -0.015	— —	1.080 1.176	F F	-0.017 -0.015	— —
10	Winnetka Ave/ Roscoe Blvd	AM PM	0.989 0.912	E E	1.048 0.966	F E	1.051 0.979	F E	1.053 0.987	F E	0.002 0.008	NO NO	1.034 0.969	F E	-0.017 -0.010	— —	1.034 0.968	F E	-0.017 -0.011	— —
11	Winnetka Ave/ Victory Blvd	AM PM	0.887 1.057	D F	0.914 1.095	E F	0.914 1.095	E F	0.915 1.096	E F	0.001 0.001	NO NO	0.908 1.089	E F	-0.006 -0.006	— —	0.908 1.089	E F	-0.149 -0.108	— —
12	Corbin Ave/ Rinaldi St	AM PM	0.612 0.559	B A	0.549 0.493	A A	0.693 0.686	B B	0.693 0.686	B B	0.000 0.000	NO NO	0.693 0.686	B B	0.000 0.000	— —	0.693 0.686	B B	-0.116 -0.055	— —
13	**Corbin Ave/ Devonshire St**	**AM** **PM**	**1.051** **0.942**	**F** **E**	**1.014** **0.899**	**F** **D**	**0.929** **0.965**	**E** **E**	**0.947** **0.986**	**E** **E**	**0.018** **0.021**	**YES** **YES**	**0.926** **0.954**	**E** **E**	**-0.003** **-0.011**	**YES** **YES**	**0.922** **0.950**	**E** **E**	**-0.047** **-0.067**	**—** **—**
14	**Corbin Ave/ Lassen St**	**AM** **PM**	**1.132** **0.947**	**F** **E**	**1.200** **1.003**	**F** **F**	**1.263** **1.044**	**F** **F**	**1.300** **1.074**	**F** **F**	**0.037** **0.030**	**YES** **YES**	**1.264** **1.037**	**F** **F**	**0.001** **-0.007**	**YES** **YES**	**1.255** **1.031**	**F** **F**	**-0.002** **-0.023**	**—** **—**
15	**Corbin Ave/ Plummer St**	**AM** **PM**	**0.993** **1.071**	**E** **F**	**1.053** **1.136**	**F** **F**	**1.119** **1.185**	**F** **F**	**1.184** **1.237**	**F** **F**	**0.065** **0.052**	**YES** **YES**	**1.117** **1.083**	**F** **F**	**-0.002** **-0.102**	**YES** **YES**	**1.103** **1.075**	**F** **F**	**-0.007** **-0.011**	**—** **—**
16	**Corbin Ave/ Prairie St**	**AM** **PM**	**0.631** **0.783**	**B** **C**	**0.669** **0.830**	**B** **D**	**0.737** **0.872**	**C** **D**	**0.797** **1.001**	**C** **F**	**0.060** **0.129**	**YES** **YES**	**0.747** **0.812**	**C** **D**	**0.010** **-0.060**	**YES** **YES**	**0.727** **0.785**	**C** **C**	**-0.047** **-0.024**	**—** **—**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM** **PM**	**0.443** **0.984**	**A** **E**	**0.470** **1.043**	**A** **F**	**0.628** **1.108**	**B** **F**	**0.651** **1.187**	**B** **F**	**0.023** **0.079**	**NO** **YES**	**0.589** **0.921**	**A** **E**	**-0.039** **-0.187**	**—** **YES**	**0.589** **0.903**	**A** **E**	**0.011** **-0.006**	**—** **—**
18	**Corbin Ave/ Nordhoff St & Way**	**AM** **PM**	**0.923** **0.996**	**E** **E**	**0.978** **1.056**	**E** **F**	**1.026** **1.092**	**F** **F**	**1.055** **1.147**	**F** **F**	**0.029** **0.055**	**YES** **YES**	**0.996** **1.088**	**E** **F**	**-0.030** **-0.004**	**YES** **YES**	**0.989** **1.076**	**E** **F**	**-0.038** **-0.016**	**—** **—**
19	**Corbin Ave/ Parthenia St**	**AM** **PM**	**1.070** **1.058**	**F** **F**	**1.134** **1.121**	**F** **F**	**1.151** **1.150**	**F** **F**	**1.208** **1.176**	**F** **F**	**0.057** **0.026**	**YES** **YES**	**1.152** **1.120**	**F** **F**	**0.001** **-0.030**	**YES** **YES**	**1.139** **1.115**	**F** **F**	**-0.017** **-0.015**	**—** **—**
20	**Corbin Ave/ Roscoe Blvd**	**AM** **PM**	**0.877** **0.833**	**D** **D**	**0.929** **0.883**	**E** **D**	**0.960** **0.911**	**E** **E**	**0.985** **0.941**	**E** **E**	**0.025** **0.030**	**YES** **YES**	**0.948** **0.904**	**E** **E**	**-0.012** **-0.007**	**YES** **YES**	**0.943** **0.898**	**E** **D**	**-0.017** **-0.011**	**—** **—**
21	Corbin Ave/ Saticoy St	AM PM	0.953 0.998	E E	1.010 1.058	F F	1.031 1.074	F F	1.032 1.079	F F	0.001 0.005	NO NO	1.002 1.049	F F	-0.029 -0.025	— —	1.002 1.048	F F	-0.029 -0.026	— —

22	**Shirley Ave/ Plummer St**	**AM** **PM**	**0.467** **0.704**	**A** **C**	**0.495** **0.747**	**A** **C**	**0.499** **0.750**	**A** **C**	**0.516** **0.800**	**A** **D**	**0.017** **0.050**	**NO** **YES**	**0.543** **0.785**	**A** **C**	**0.044** **0.035**	**—** **YES**	**0.539** **0.775**	**A** **C**	**0.040** **0.025**	**—** **—**
23	Shirley Ave/ Nordhoff St	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.354 0.521	A A	0.056 0.070	NO NO	0.354 0.521	A A	0.056 0.070	— —	0.342 0.507	A A	0.044 0.056	— —
24	Nordhoff St/ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.334 0.623	A B	0.006 0.051	NO NO	0.334 0.623	A B	0.006 0.051	— —	0.333 0.612	A B	0.005 0.040	— —
25	**Tampa Ave/ SR-118 WB Ramps**	**AM** **PM**	**0.893** **0.744**	**D** **C**	**0.846** **0.689**	**D** **B**	**0.855** **0.702**	**D** **C**	**0.876** **0.707**	**D** **C**	**0.021** **0.005**	**YES** **NO**	**0.869** **0.700**	**D** **C**	**0.014** **-0.002**	**YES** **—**	**0.864** **0.699**	**D** **B**	**0.009** **-0.003**	**—** **—**
26	Tampa Ave/ SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.842 0.832	D D	0.001 0.011	NO NO	0.842 0.832	F F	0.001 0.011	— —	0.842 0.830	D D	0.001 0.009	— —
27	Tampa Ave/ Chatsworth St	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.700 0.564	C A	0.016 0.011	NO NO	0.693 0.559	B A	0.009 0.006	— —	0.690 0.557	B A	0.006 0.004	— —
28	**Tampa Ave/ Devonshire ST**	**AM** **PM**	**0.849** **0.949**	**D** **E**	**0.800** **0.906**	**D** **E**	**0.844** **0.950**	**D** **E**	**0.864** **0.969**	**D** **E**	**0.020** **0.019**	**YES** **YES**	**0.846** **0.954**	**D** **E**	**0.002** **0.004**	**YES** **YES**	**0.841** **0.950**	**D** **E**	**-0.003** **0.000**	**—** **—**
29	**Tampa Ave/ Lassen St**	**AM** **PM**	**0.967** **0.948**	**E** **E**	**1.025** **1.005**	**F** **F**	**1.047** **1.027**	**F** **F**	**1.066** **1.046**	**F** **F**	**0.019** **0.019**	**YES** **YES**	**1.052** **1.032**	**F** **F**	**0.005** **0.005**	**YES** **YES**	**1.048** **1.028**	**F** **F**	**0.001** **0.001**	**—** **—**
30	**Tampa Ave/ Plummer St**	**AM** **PM**	**0.859** **0.915**	**D** **E**	**0.911** **0.970**	**E** **E**	**0.937** **0.980**	**E** **E**	**0.973** **0.999**	**E** **E**	**0.036** **0.019**	**YES** **YES**	**0.954** **0.980**	**E** **E**	**0.017** **0.000**	**NO** **YES**	**0.946** **0.976**	**E** **E**	**0.009** **-0.004**	**YES** **—**
31	**Tampa Ave/ Nordhoff St**	**AM** **PM**	**0.978** **1.093**	**E** **F**	**1.036** **1.158**	**F** **F**	**1.122** **1.181**	**F** **F**	**1.182** **1.209**	**F** **F**	**0.060** **0.028**	**YES** **YES**	**1.058** **1.083**	**F** **F**	**-0.064** **-0.098**	**YES** **YES**	**1.045** **1.077**	**F** **F**	**-0.077** **-0.104**	**—** **—**
32	**Tampa Ave/ Roscoe Blvd**	**AM** **PM**	**0.949** **0.801**	**E** **D**	**1.006** **0.849**	**F** **D**	**1.010** **0.854**	**F** **D**	**1.021** **0.857**	**F** **D**	**0.011** **0.003**	**YES** **NO**	**1.004** **0.846**	**F** **D**	**-0.006** **-0.008**	**YES** **—**	**1.002** **0.846**	**F** **D**	**-0.008** **-0.008**	**—** **—**
33	Tampa Ave/ Saticoy St	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.002 0.983	F E	0.000 0.005	NO NO	0.989 0.974	E E	-0.013 -0.004	— —	0.989 0.973	E E	-0.013 -0.005	— —
34	Wilbur Ave/ Plummer St	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.716 0.599	C A	0.016 0.009	NO NO	0.716 0.599	C A	0.016 0.009	— —	0.713 0.597	C A	0.013 0.007	— —
35	Wilbur Ave/ Nordhoff St	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.673 0.630	B B	0.014 0.012	NO NO	0.673 0.630	B B	0.014 0.012	— —	0.670 0.628	B B	0.011 0.010	— —
36	**Reseda Blvd/ Plummer St**	**AM** **PM**	**0.699** **1.195**	**B** **F**	**0.741** **1.266**	**C** **F**	**0.739** **1.291**	**C** **F**	**0.745** **1.301**	**C** **F**	**0.006** **0.010**	**NO** **YES**	**0.745** **1.301**	**C** **F**	**0.006** **0.010**	**—** **NO**	**0.743** **1.299**	**C** **F**	**0.004** **0.008**	**—** **YES**
37	Reseda Blvd/ Nordhoff St	AM PM	0.820 0.966	D E	0.869 1.024	D F	0.898 1.035	D F	0.906 1.037	E F	0.008 0.002	NO NO	0.906 1.037	E F	0.008 0.002	— —	0.904 1.037	E F	0.006 0.002	— —
38	Reseda Blvd/ Victory Blvd	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.028 0.941	F E	0.000 0.001	NO NO	1.028 0.941	F E	0.000 0.001	— —	1.028 0.940	F E	0.000 0.000	— —
39	Zelzah Ave/ Nordhoff St	AM PM	0.897 0.875	D D	0.951 0.928	E E	1.013 0.945	F E	1.021 0.947	F E	0.008 0.002	NO NO	1.021 0.947	F E	0.008 0.002	— —	1.019 0.946	F E	0.006 0.001	— —

TABLE 64
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 2: OFFICE PROJECT SITE ONLY

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
1	PM	De Soto Ave/Plummer St	1.070	1.084	0.014	F	F
7	AM	Winnetka Ave/Prairie St	0.755	0.797	0.042	C	C
8	AM	Winnetka Ave/Nordhoff St	1.118	1.129	0.011	F	F
13	AM	Corbin Ave/Devonshire St	0.929	0.947	0.018	E	E
	PM	Corbin Ave/Devonshire St	0.965	0.986	0.021	E	E
14	AM	Corbin Ave/Lassen St	1.263	1.300	0.037	F	F
	PM	Corbin Ave/Lassen St	1.044	1.074	0.030	F	F
15	AM	Corbin Ave/Plummer St	1.119	1.184	0.065	F	F
	PM	Corbin Ave/Plummer St	1.185	1.237	0.052	F	F
16	AM	Corbin Ave/Prairie St	0.737	0.797	0.060	C	C
	PM	Corbin Ave/Prairie St	0.872	1.001	0.129	D	F
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.187	0.079	F	F
18	AM	Corbin Ave/Nordhoff St/Nordhoff Way	1.026	1.055	0.029	F	F
	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.147	0.055	F	F
19	AM	Corbin Ave/Parthenia St	1.151	1.208	0.057	F	F
	PM	Corbin Ave/Parthenia St	1.150	1.176	0.026	F	F
20	AM	Corbin Ave/Roscoe Blvd	0.960	0.985	0.025	E	E
	PM	Corbin Ave/Roscoe Blvd	0.911	0.941	0.030	E	E
22	PM	Shirley Ave/Plummer St	0.750	0.800	0.050	C	D
25	AM	Tampa Ave/SR-118 WB Ramps	0.855	0.876	0.021	D	D
28	AM	Tampa Ave/Devonshire St	0.844	0.864	0.020	D	D
	PM	Tampa Ave/Devonshire St	0.950	0.969	0.019	E	E
29	AM	Tampa Ave/Lassen St	1.047	1.066	0.019	F	F
	PM	Tampa Ave/Lassen St	1.027	1.046	0.019	F	F
30	AM	Tampa Ave/Plummer St	0.937	0.973	0.036	E	E
	PM	Tampa Ave/Plummer St	0.980	0.999	0.019	E	E
31	AM	Tampa Ave/Nordhoff St	1.122	1.182	0.060	F	F
	PM	Tampa Ave/Nordhoff St	1.181	1.209	0.028	F	F
32	AM	Tampa Ave/Roscoe Blvd	1.010	1.021	0.011	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.301	0.010	F	F

As indicated in **Table 63: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 2 Office, Project Site Only,** incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 2: Office Project Site Only. Traffic volumes in the future resulting from Scenario 2: Office Project Site Only (existing, ambient growth, related projects, and Scenario 2: Office Project Site Only) for the AM and PM peak hours are shown in **Figure 32: Future Traffic Volumes with Scenario 2 Office, Project Site Only.**

Future Conditions with Project – Scenario 3: Retail/Residential Project Site Only

As shown in Column [4] of **Table 65: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 3 Retail/Residential, Project Site Only,** application of the City's significant traffic impact thresholds to the future with Scenario 3: Retail/Residential Project Site Only would result in a significant impact to 13 study intersections. According to the LADOT impact criteria, Scenario 3: Retail/Residential Project Site Only would create significant impacts during peak hours at the intersections identified in **Table 66: Level of Service Summary Before Mitigation Scenario 3 Retail/Residential, Project Site Only**.

As indicated in **Table 65: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 3 Retail/Residential, Project Site Only**, incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 3: Retail/Residential Project Site Only. Traffic volumes in the future resulting from Scenario 3: Retail/Residential Project Site Only (existing, ambient growth, related projects, and Scenario 3: Retail/Residential at the Project Site) for AM and PM peak hours are shown in **Figure 33: Future Traffic Volumes with Scenario 3 Retail/Residential, Project Site Only.**

Figure 32: Future Traffic Volumes AM and PM Peak Hour With Scenario 2: Office, Project Site Only (Page 1 of 2)

Figure 32: Future Traffic Volumes AM and PM Peak Hour With Scenario 2: Office, Project Site Only (Page 2 of 2)

TABLE 65
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS
SCENARIO 3 RETAIL/RESIDENTIAL, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1]		[2]		[3]		[4]				[5]			
			2002 Existing v/c	LOS	2005 w/ Ambient Growth v/c	LOS	2005 w/ Related Projects v/c	LOS	2005 w/ Scenario 3 v/c	LOS	Change v/c [(4)-(3)]	Sig. Imp.	2005 w/ Project Mitigation v/c	LOS	Change v/c [(5)-(3)]	Mit
1	De Soto Ave./ Plummer St.	AM	1.138	F	1.206	F	1.226	F	1.228	F	0.002	NO	1.074	F	-0.152	---
		PM	1.070	F	1.134	F	1.170	F	1.178	F	0.008	NO	1.059	F	-0.111	---
2	De Soto Ave./ Nordhoff St.	AM	1.032	F	1.093	F	1.139	F	1.141	F	0.002	NO	1.024	F	-0.115	---
		PM	0.910	E	0.964	E	0.990	E	0.994	E	0.004	NO	0.936	E	-0.054	---
3	De Soto Ave./ Roscoe Blvd.	AM	0.825	D	0.874	D	0.886	D	0.888	D	0.002	NO	0.840	D	-0.046	---
		PM	0.885	D	0.939	E	0.970	E	0.977	E	0.007	NO	0.904	E	-0.066	---
4	Winnetka Ave./ Devonshire St.	AM	0.584	A	0.519	A	0.519	A	0.520	A	0.001	NO	0.517	A	-0.002	---
		PM	0.856	D	0.807	D	0.828	D	0.832	D	0.004	NO	0.807	D	-0.021	---
5	Winnetka Ave./ Lassen St.	AM	0.778	C	0.825	D	0.844	D	0.845	D	0.001	NO	0.833	D	-0.011	---
		PM	0.765	C	0.811	D	0.833	D	0.836	D	0.003	NO	0.825	D	-0.008	---
6	Winnetka Ave./ Plummer St.	AM	0.841	D	0.891	D	0.910	E	0.909	E	-0.001	NO	0.855	D	-0.055	---
		PM	0.763	C	0.808	D	0.829	D	0.833	D	0.004	NO	0.806	D	-0.023	---
7	Winnetka Ave./ Prairie St.	AM	0.616	B	0.653	B	0.755	C	0.750	C	-0.005	NO	0.728	C	-0.027	---
		PM	0.642	B	0.681	B	0.739	C	0.757	C	0.018	NO	0.734	C	-0.005	---
8	**Winnetka Ave./ Nordhoff St.**	**AM**	**0.998**	**E**	**1.058**	**F**	**1.118**	**F**	**1.118**	**F**	**0.000**	**NO**	**1.072**	**F**	**-0.046**	**---**
		PM	**0.910**	**E**	**0.965**	**E**	**0.971**	**E**	**0.984**	**E**	**0.013**	**YES**	**0.964**	**E**	**-0.007**	**YES**
9	**Winnetka Ave./ Parthenia St.**	**AM**	**1.033**	**F**	**1.095**	**F**	**1.097**	**F**	**1.099**	**F**	**0.002**	**NO**	**1.081**	**F**	**-0.016**	**---**
		PM	**1.118**	**F**	**1.185**	**F**	**1.191**	**F**	**1.201**	**F**	**0.010**	**YES**	**1.183**	**F**	**-0.008**	**YES**
10	Winnetka Ave./ Roscoe Blvd.	AM	0.989	E	1.048	F	1.051	F	1.054	F	0.003	NO	1.036	F	-0.015	---
		PM	0.912	E	0.966	E	0.979	E	0.987	E	0.008	NO	0.969	E	-0.010	---
11	Winnetka Ave./ Victory Blvd.	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.001	NO	0.908	E	-0.006	---
		PM	1.057	F	1.095	F	1.095	F	1.098	F	0.003	NO	1.091	F	-0.004	---
12	Corbin Ave./ Rinaldi St.	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	---
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	—
13	**Corbin Ave./ Devonshire St.**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.928**	**E**	**-0.001**	**NO**	**0.907**	**E**	**-0.022**	**---**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.976**	**E**	**0.011**	**YES**	**0.945**	**E**	**-0.020**	**YES**
14	**Corbin Ave./ Lassen St.**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.254**	**F**	**-0.009**	**NO**	**1.218**	**F**	**-0.045**	**---**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.061**	**F**	**0.017**	**YES**	**1.024**	**F**	**-0.020**	**YES**
15	**Corbin Ave./ Plummer St.**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.106**	**F**	**-0.013**	**NO**	**1.039**	**F**	**-0.080**	**---**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.224**	**F**	**0.039**	**YES**	**1.077**	**F**	**-0.108**	**YES**
16	**Corbin Ave./ Praire St.**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.763**	**C**	**0.026**	**NO**	**0.713**	**C**	**-0.024**	**---**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**0.995**	**E**	**0.123**	**YES**	**0.770**	**C**	**-0.102**	**YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.626**	**B**	**-0.002**	**NO**	**0.591**	**A**	**-0.037**	**---**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.171**	**F**	**0.063**	**YES**	**0.917**	**E**	**-0.191**	**YES**

18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM** **PM**	**0.923** **0.996**	**E** **E**	**0.978** **1.056**	**E** **F**	**1.026** **1.092**	**F** **F**	**1.031** **1.128**	**F** **F**	**0.005** **0.036**	**NO** **YES**	**0.971** **1.069**	**E** **F**	**-0.055** **-0.023**	**---** **YES**
19	**Corbin Ave./ Parthenia St.**	**AM** **PM**	**1.070** **1.058**	**F** **F**	**1.134** **1.121**	**F** **F**	**1.151** **1.150**	**F** **F**	**1.142** **1.197**	**F** **F**	**-0.009** **0.047**	**NO** **YES**	**1.085** **1.140**	**F** **F**	**-0.066** **-0.010**	**---** **YES**
20	**Corbin Ave./ Roscoe Blvd.**	**AM** **PM**	**0.877** **0.833**	**D** **D**	**0.929** **0.883**	**E** **D**	**0.960** **0.911**	**E** **E**	**0.960** **0.945**	**E** **E**	**0.000** **0.034**	**NO** **YES**	**0.923** **0.908**	**E** **E**	**-0.037** **-0.003**	**---** **YES**
21	Corbin Ave./ Saticoy St.	AM PM	0.953 0.998	E E	1.010 1.058	F F	1.031 1.074	F F	1.033 1.080	F F	0.002 0.006	NO NO	1.003 1.050	F F	-0.028 -0.024	--- ---
22	Shirley Ave./ Plummer St.	AM PM	0.467 0.704	A C	0.495 0.747	A C	0.499 0.750	A C	0.498 0.781	A C	-0.001 0.031	NO NO	0.477 0.781	A C	-0.022 0.031	--- ---
23	Shirley Ave./ Nordhoff St.	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.289 0.535	A A	-0.009 0.084	NO NO	0.289 0.535	A A	-0.009 0.084	--- ---
24	Nordhoff St./ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.338 0.591	A A	0.010 0.019	NO NO	0.338 0.591	A A	0.010 0.019	--- ---
25	Tampa Ave./SR-118 WB Ramps	AM PM	0.893 0.744	D C	0.846 0.689	D B	0.855 0.702	D C	0.851 0.718	D C	-0.004 0.016	NO NO	0.844 0.711	D C	-0.011 0.009	--- ---
26	Tampa Ave./SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.843 0.825	D D	0.002 0.004	NO NO	0.843 0.825	D D	0.002 0.004	--- ---
27	Tampa Ave./ Chatsworth St.	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.681 0.557	B A	-0.003 0.004	NO NO	0.674 0.552	B A	-0.010 0.001	--- ---
28	Tampa Ave./ Devonshire St.	AM PM	0.849 0.949	D E	0.800 0.906	D E	0.844 0.950	D E	0.839 0.957	D E	-0.005 0.007	NO NO	0.821 0.942	D E	-0.023 -0.008	--- ---
29	Tampa Ave./ Lassen St.	AM PM	0.967 0.948	E E	1.025 1.005	F F	1.047 1.027	F F	1.043 1.034	F F	-0.004 0.007	NO NO	1.028 1.020	F F	-0.019 -0.007	--- ---
30	**Tampa Ave./ Plummer St.**	**AM** **PM**	**0.859** **0.915**	**D** **E**	**0.911** **0.970**	**E** **E**	**0.937** **0.980**	**E** **E**	**0.934** **0.999**	**E** **E**	**-0.003** **0.019**	**NO** **YES**	**1.915** **0.981**	**E** **E**	**-0.022** **0.001**	**---** **YES**
31	**Tampa Ave./ Nordhoff St.**	**AM** **PM**	**0.978** **1.093**	**E** **F**	**1.036** **1.158**	**F** **F**	**1.122** **1.181**	**F** **F**	**1.111** **1.191**	**F** **F**	**-0.011** **0.010**	**NO** **YES**	**1.088** **1.165**	**F** **F**	**-0.034** **-0.016**	**---** **YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	0.949 0.801	E D	1.006 0.849	F D	1.010 0.854	F D	1.010 0.864	F D	0.000 0.010	NO NO	0.994 0.853	E D	-0.016 -0.001	--- ---
33	Tampa Ave./ Saticoy St.	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.003 0.982	F E	0.001 0.004	NO NO	0.990 0.974	E E	-0.012 -0.004	--- ---
34	Wilbur Ave./ Plummer St.	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.698 0.601	B B	-0.002 0.011	NO NO	0.698 0.601	B B	-0.002 0.011	--- ---
35	Wilbur Ave./ Nordhoff St.	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.658 0.632	B B	-0.001 0.014	NO NO	0.658 0.632	B B	-0.001 0.014	--- ---
36	**Reseda Blvd./ Plummer St.**	**AM** **PM**	**0.699** **1.195**	**B** **F**	**0.741** **1.266**	**C** **F**	**0.739** **1.291**	**C** **F**	**0.740** **1.301**	**C** **F**	**0.001** **0.010**	**NO** **YES**	**0.670** **1.268**	**B** **F**	**-0.069** **-0.023**	**---** **YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.820 0.966	D E	0.869 1.024	D F	0.898 1.035	D F	0.896 1.042	D F	-0.002 0.007	NO NO	0.896 1.042	D F	-0.002 0.007	--- ---
38	Reseda Blvd./ Victory Blvd.	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.029 0.943	F E	0.001 0.003	NO NO	1.029 0.943	F E	0.000 0.003	--- ---
39	Zelzah Ave./ Nordhoff St.	AM PM	0.897 0.875	D D	0.951 0.928	E E	1.013 0.945	F E	1.011 0.951	F E	-0.002 0.006	NO NO	1.011 0.951	F E	-0.002 0.006	--- ---

TABLE 66
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 3 RETAIL/RESIDENTIAL PROJECT SITE ONLY

No.		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
8	PM	Winnetka Ave/Nordhoff St	0.971	0.984	0.013	E	E
9	PM	Winnetka Ave/Parthenia St	1.191	1.201	0.010	F	F
13	PM	Corbin Ave/Devonshire St	0.965	0.976	0.011	E	E
14	PM	Corbin Ave/Lassen St	1.044	1.061	0.017	F	F
15	PM	Corbin Ave/Plummer St	1.185	1.224	0.039	F	F
16	PM	Corbin Ave/Prairie St	0.872	0.995	0.123	D	E
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.171	0.063	F	F
18	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.128	0.036	F	F
19	PM	Corbin Ave/Parthenia St	1.150	1.197	0.047	F	F
20	PM	Corbin Ave/Roscoe Blvd	0.911	0.945	0.034	E	E
30	PM	Tampa Ave/Plummer St	0.980	0.999	0.019	E	E
31	PM	Tampa Ave/Nordhoff St	1.181	1.191	0.010	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.301	0.010	F	F

Future Conditions with Project – Scenario 4: Office/Residential, Project Site Only

As shown in Column [4] of **Table 67: Summary of Volume to Capacity Ratios and Levels of Service AM/PM Peak Hours Scenario 4 Office/Residential, Project Site Only,** application of the City's significant traffic impact thresholds to the future with Scenario 4: Office/Residential Project Site Only would result in a significant impact to 13 study intersections. According to the LADOT impact criteria, Scenario 4: Office/Residential Project Site Only would create significant impacts during peak hours at the intersections identified in **Table 68: Level of Service Summary Before Mitigation Scenario 4 Office/Residential, Project Site Only.**

As indicated in **Table 67: Summary of Volume to Capacity Ratios and Levels of Service AM/PM Peak Hours Scenario 4 Office/Residential, Project Site Only**, incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 4: Office/Residential Project Site Only. Traffic volumes in the future resulting from Scenario 4: Office/Residential Project Site Only (existing, ambient growth, related projects, and Scenario 4: Office/Residential at the Project Site) for AM and PM peak hours are shown in **Figure 34: Future Traffic Volumes With Scenario 4 Office/Residential, Project Site Only.**

Figure 33: Future Traffic Volumes AM and PM Peak Hour With Scenario 3: Retail/Residential, Project Site Only (Page 1 of 2)

Figure 33: Future Traffic Volumes AM and PM Peak Hour With Scenario 3: Retail/Residential, Project Site Only (Page 2 of 2)

TABLE 67
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS
SCENARIO 4 OFFICE/RESIDENTIAL, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig. Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
1	**De Soto Ave/ Plummer St**	**AM** **PM**	**1.138** **1.070**	**F** **F**	**1.206** **1.134**	**F** **F**	**1.226** **1.170**	**F** **F**	**1.233** **1.180**	**F** **F**	**0.007** **0.010**	**NO** **YES**	**1.079** **1.061**	**F** **F**	**-0.147** **-0.109**	**—** **YES**	**1.078** **1.059**	**F** **F**	**-0.148** **-0.111**	**—** **—**
2	De Soto Ave/ Nordhoff St	AM PM	1.032 0.910	F E	1.093 0.964	F E	1.139 0.990	F E	1.141 0.994	F E	0.002 0.004	NO NO	1.024 0.935	F E	-0.115 -0.055	— —	1.024 0.934	F E	-0.115 -0.056	— —
3	De Soto Ave/ Roscoe Blvd	AM PM	0.825 0.885	D D	0.874 0.939	D E	0.886 0.970	D E	0.888 0.976	D E	0.002 0.006	NO NO	0.840 0.903	D E	-0.046 -0.067	— —	0.840 0.902	D E	-0.046 -0.068	— —
4	Winnetka Ave/ Devonshire St	AM PM	0.584 0.856	A D	0.519 0.807	A D	0.519 0.828	A D	0.520 0.830	A D	0.001 0.002	NO NO	0.517 0.805	A D	-0.002 -0.023	— —	0.517 0.805	A D	-0.002 -0.023	— —
5	Winnetka Ave/ Lassen St	AM PM	0.778 0.765	C C	0.825 0.811	D D	0.844 0.833	D D	0.849 0.834	D D	0.005 0.001	NO NO	0.838 0.823	D D	-0.006 -0.010	— —	0.837 0.823	D D	-0.007 -0.010	— —
6	Winnetka Ave/ Plummer St	AM PM	0.841 0.763	D C	0.891 0.808	D D	0.910 0.829	E D	0.916 0.832	E D	0.006 0.003	NO NO	0.862 0.805	D D	-0.048 -0.024	— —	0.861 0.805	D D	-0.049 -0.024	— —
7	Winnetka Ave/ Prairie St	AM PM	0.616 0.642	B B	0.653 0.681	B B	0.755 0.739	C C	0.788 0.756	C C	0.033 0.017	NO NO	0.766 0.734	C C	0.011 -0.005	— —	0.758 0.731	C C	0.003 -0.008	— —
8	Winnetka Ave/ Nordhoff St	AM PM	0.998 0.910	E E	1.058 0.965	F E	1.118 0.971	F E	1.127 0.977	F E	0.009 0.006	NO NO	1.080 0.957	F E	-0.038 -0.014	— —	1.078 0.956	F E	-0.040 -0.015	— —
9	Winnetka Ave/ Parthenia St	AM PM	1.033 1.118	F F	1.095 1.185	F F	1.097 1.191	F F	1.100 1.196	F F	0.003 0.005	NO NO	1.081 1.177	F F	-0.016 -0.014	— —	1.081 1.177	F F	-0.016 -0.014	— —
10	Winnetka Ave/ Roscoe Blvd	AM PM	0.989 0.912	E E	1.048 0.966	F E	1.051 0.979	F E	1.054 0.986	F E	0.003 0.007	NO NO	1.036 0.968	F E	-0.015 -0.011	— —	1.035 0.967	F E	-0.016 -0.012	— —
11	Winnetka Ave/ Victory Blvd	AM PM	0.887 1.057	D F	0.914 1.095	E F	0.914 1.095	E F	0.915 1.096	E F	0.001 0.001	NO NO	0.908 1.089	E F	-0.006 -0.006	— —	0.908 1.089	E F	-0.006 -0.006	— —
12	Corbin Ave/ Rinaldi St	AM PM	0.612 0.559	B A	0.549 0.493	A A	0.693 0.686	B B	0.693 0.686	B B	0.000 0.000	NO NO	0.693 0.686	B B	0.000 0.000	— —	0.693 0.686	B B	0.000 0.000	— —
13	**Corbin Ave/ Devonshire St**	**AM** **PM**	**1.051** **0.942**	**F** **E**	**1.014** **0.899**	**F** **D**	**0.929** **0.965**	**E** **E**	**0.943** **0.981**	**E** **E**	**0.014** **0.016**	**YES** **YES**	**0.922** **0.949**	**E** **E**	**-0.007** **-0.016**	**YES** **YES**	**0.919** **0.946**	**E** **E**	**-0.010** **-0.019**	**—** **—**
14	**Corbin Ave/ Lassen St**	**AM** **PM**	**1.132** **0.947**	**F** **E**	**1.200** **1.003**	**F** **F**	**1.263** **1.044**	**F** **F**	**1.290** **1.067**	**F** **F**	**0.027** **0.023**	**YES** **YES**	**1.254** **1.030**	**F** **F**	**-0.009** **-0.014**	**YES** **YES**	**1.247** **1.026**	**F** **F**	**-0.016** **-0.018**	**—** **—**
15	**Corbin Ave/ Plummer St**	**AM** **PM**	**0.993** **1.071**	**E** **F**	**1.053** **1.136**	**F** **F**	**1.119** **1.185**	**F** **F**	**1.166** **1.227**	**F** **F**	**0.047** **0.042**	**YES** **YES**	**1.100** **1.076**	**F** **F**	**-0.019** **-0.019**	**YES** **YES**	**1.088** **1.069**	**F** **F**	**-0.031** **-0.116**	**—** **—**
16	**Corbin Ave/ Prairie St**	**AM** **PM**	**0.631** **0.783**	**B** **C**	**0.669** **0.830**	**B** **D**	**0.737** **0.872**	**C** **D**	**0.778** **0.974**	**C** **E**	**0.041** **0.102**	**YES** **YES**	**0.728** **0.779**	**C** **C**	**-0.009** **-0.093**	**YES** **YES**	**0.722** **0.758**	**C** **C**	**-0.015** **-0.114**	**—** **—**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM** **PM**	**0.443** **0.984**	**A** **E**	**0.470** **1.043**	**A** **F**	**0.628** **1.108**	**B** **F**	**0.645** **1.169**	**B** **F**	**0.017** **0.061**	**NO** **YES**	**0.591** **0.904**	**A** **E**	**-0.037** **-0.204**	**—** **YES**	**0.590** **0.890**	**A** **D**	**-0.038** **-0.218**	**—** **—**
18	**Corbin Ave/ Nordhoff St & Way**	**AM** **PM**	**0.923** **0.996**	**E** **E**	**0.978** **1.056**	**E** **F**	**1.026** **1.092**	**F** **F**	**1.054** **1.136**	**F** **F**	**0.028** **0.044**	**YES** **YES**	**0.994** **1.076**	**E** **F**	**-0.032** **-0.016**	**YES** **YES**	**0.989** **1.067**	**E** **F**	**-0.037** **-0.025**	**—** **—**
19	**Corbin Ave/ Parthenia St**	**AM** **PM**	**1.070** **1.058**	**F** **F**	**1.134** **1.121**	**F** **F**	**1.151** **1.150**	**F** **F**	**1.194** **1.176**	**F** **F**	**0.043** **0.026**	**YES** **YES**	**1.137** **1.120**	**F** **F**	**-0.014** **-0.030**	**YES** **YES**	**1.127** **1.116**	**F** **F**	**-0.024** **-0.034**	**—** **—**
20	**Corbin Ave/ Roscoe Blvd**	**AM** **PM**	**0.877** **0.833**	**D** **D**	**0.929** **0.883**	**E** **D**	**0.960** **0.911**	**E** **E**	**0.981** **0.937**	**E** **E**	**0.021** **0.026**	**YES** **YES**	**0.945** **0.901**	**E** **E**	**-0.015** **-0.010**	**YES** **YES**	**0.940** **0.896**	**E** **D**	**-0.020** **-0.015**	**—** **—**

21	Corbin Ave/ Saticoy St	AM PM	0.953 0.998	E E	1.010 1.058	F F	1.031 1.074	F F	1.033 1.079	F F	0.002 0.005	NO NO	1.003 1.049	F F	-0.028 -0.025	— —	1.002 1.048	F F	-0.029 -0.026	— —
22	Shirley Ave/ Plummer St	AM PM	0.467 0.704	A C	0.495 0.747	A C	0.499 0.750	A C	0.512 0.789	A C	0.013 0.039	NO NO	0.512 0.789	A C	0.013 0.039	— —	0.509 0.781	A C	0.010 0.031	— —
23	Shirley Ave/ Nordhoff St	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.339 0.510	A A	0.041 0.059	NO NO	0.339 0.510	A A	0.041 0.059	— —	0.329 0.499	A A	0.031 0.048	— —
24	Nordhoff St/ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.339 0.609	A B	0.011 0.037	NO NO	0.339 0.609	A B	0.011 0.037	— —	0.338 0.601	A B	0.010 0.029	— —
25	Tampa Ave/ SR-118 WB Ramps	AM PM	0.893 0.744	D C	0.846 0.689	D B	0.855 0.702	D C	0.870 0.709	D C	0.015 0.007	NO NO	0.863 0.702	D C	0.008 0.000	— —	0.859 0.701	D C	0.004 -0.001	— —
26	Tampa Ave/ SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.843 0.829	D D	0.002 0.008	NO NO	0.843 0.829	D D	0.002 0.008	— —	0.843 0.827	D D	0.002 0.006	— —
27	Tampa Ave/ Chatsworth St	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.696 0.561	B A	0.012 0.008	NO NO	0.688 0.556	B A	0.004 0.003	— —	0.686 0.554	B A	0.002 0.001	— —
28	**Tampa Ave/ Devonshire ST**	**AM PM**	**0.849 0.949**	**D E**	**0.800 0.906**	**D E**	**0.844 0.950**	**D E**	**0.859 0.964**	**D E**	**0.015 0.014**	**NO YES**	**0.840 0.949**	**D E**	**-0.004 -0.001**	**— YES**	**0.837 0.945**	**D E**	**-0.007 -0.005**	**— —**
29	**Tampa Ave/ Lassen St**	**AM PM**	**0.967 0.948**	**E E**	**1.025 1.005**	**F F**	**1.047 1.027**	**F F**	**1.061 1.041**	**F F**	**0.014 0.014**	**YES YES**	**1.047 1.026**	**F F**	**0.000 -0.001**	**YES YES**	**1.043 1.023**	**F F**	**-0.004 -0.004**	**— —**
30	**Tampa Ave/ Plummer St**	**AM PM**	**0.859 0.915**	**D E**	**0.911 0.970**	**E E**	**0.937 0.980**	**E E**	**0.965 0.996**	**E E**	**0.028 0.016**	**YES YES**	**0.946 0.977**	**E E**	**0.009 -0.003**	**YES YES**	**0.940 0.974**	**E E**	**0.003 -0.006**	**— —**
31	**Tampa Ave/ Nordhoff St**	**AM PM**	**0.978 1.093**	**E F**	**1.036 1.158**	**F F**	**1.122 1.181**	**F F**	**1.167 1.201**	**F F**	**0.045 0.020**	**YES YES**	**1.044 1.076**	**F F**	**-0.078 -0.105**	**YES YES**	**1.033 1.071**	**F F**	**-0.089 -0.110**	**— —**
32	Tampa Ave/ Roscoe Blvd	AM PM	0.949 0.801	E D	1.006 0.849	F D	1.010 0.854	F D	1.019 0.859	F D	0.009 0.005	NO NO	1.002 0.847	F D	-0.008 -0.007	— —	1.000 0.847	F D	-0.010 -0.007	— —
33	Tampa Ave/ Saticoy St	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.003 0.982	F E	0.001 0.004	NO NO	0.990 0.974	E E	-0.012 -0.004	— —	0.989 0.973	E E	-0.013 -0.005	— —
34	Wilbur Ave/ Plummer St	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.712 0.599	C A	0.012 0.009	NO NO	0.712 0.599	C A	0.012 0.009	— —	0.709 0.597	C A	0.009 0.007	— —
35	Wilbur Ave/ Nordhoff St	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.670 0.629	B B	0.011 0.011	NO NO	0.670 0.629	B B	0.011 0.011	— —	0.668 0.627	B B	0.009 0.009	— —
36	Reseda Blvd/ Plummer St	AM PM	0.699 1.195	B F	0.741 1.266	C F	0.739 1.291	C F	0.744 1.299	C F	0.005 0.008	NO NO	0.744 1.299	C F	0.005 0.008	— —	0.743 1.297	C F	0.004 0.006	— —
37	Reseda Blvd/ Nordhoff St	AM PM	0.820 0.966	D E	0.869 1.024	D F	0.898 1.035	D F	0.904 1.038	E F	0.006 0.003	NO NO	0.904 1.038	E F	0.006 0.003	— —	0.902 1.038	E F	0.004 0.003	— —
38	Reseda Blvd/ Victory Blvd	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.029 0.941	F E	0.001 0.001	NO NO	1.029 0.941	F E	0.001 0.001	— —	1.028 0.941	F E	0.000 0.001	— —
39	Zelzah Ave/ Nordhoff St	AM PM	0.897 0.875	D D	0.951 0.928	E E	1.013 0.945	F E	1.018 0.947	F E	0.005 0.002	NO NO	1.018 0.947	F E	0.005 0.002	— —	1.017 0.947	F E	0.004 0.002	— —

TABLE 68
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 4: OFFICE/RESIDENTIAL PROJECT SITE ONLY

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
1	PM	De Soto Ave/Plummer St	1.170	1.180	.010	F	F
13	AM	Corbin Ave/Devonshire St	.929	.943	.014	E	E
	PM	Corbin Ave/Devonshire St	.965	.981	0.016	E	E
14	AM	Corbin Ave/Lassen St	1.263	1.290	0.027	F	F
	PM	Corbin Ave/Lassen St	1.044	1.067	0.023	F	F
15	AM	Corbin Ave/Plummer St	1.119	1.166	0.047	F	F
	PM	Corbin Ave/Plummer St	1.185	1.227	0.042	F	F
16	AM	Corbin Ave/Prairie St	0.737	0.778	0.041	C	C
	PM	Corbin Ave/Prairie St	0.872	0.974	0.102	D	E
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.169	.061	F	F
18	AM	Corbin Ave/Nordhoff St/Nordhoff Way	1.026	1.054	0.028	F	F
	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.136	.044	F	F
19	AM	Corbin Ave/Parthenia St	1.151	1.194	.043	F	F
	PM	Corbin Ave/Parthenia St	1.150	1.176	.026	F	F
20	AM	Corbin Ave/Roscoe Blvd	0.960	0.981	.021	E	E
	PM	Corbin Ave/Roscoe Blvd	0.911	0.937	.026	E	E
28	PM	Tampa Ave/Devonshire St	.950	.964	.014	E	E
29	AM	Tampa Ave/Lassen St	1.047	1.061	.014	F	F
	PM	Tampa Ave/Lassen St	1.027	1.041	.014	F	F
30	AM	Tampa Ave/Plummer St	0.937	0.965	.028	E	E
	PM	Tampa Ave/Plummer St	0.980	0.996	0.016	E	E
31	AM	Tampa Ave/Nordhoff St	1.122	1.167	.045	F	F
	PM	Tampa Ave/Nordhoff St	1.181	1.201	.020	F	F

Full Build Out Project

Trip Generation

Traffic volumes expected to be generated by the Full Build Out Project scenarios during the AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 6th Edition, 1997.

It should be noted that specific vehicular access points to and from the Add Area have not been determined at this time. For purposes of analysis, it is assumed that vehicular access to the Add Area will be provided via Prairie Street, Corbin Avenue, Nordhoff Street, and Shirley Avenue. It is anticipated that full access (both ingress and egress) turning movements will be accommodated at the Project driveways for the Add Area.

Scenario 1: Retail Full Build Out

As shown in **Table 69: Scenario 1 Retail Full Build Out Trip Generation**, Scenario 1: Retail Full Build Out is expected to generate a net reduction of 188 vehicle trips (239 fewer inbound and 51 outbound) during the AM peak hour. During the PM peak hour, Scenario 1: Retail Full Build Out is expected to generate 1,000 net new vehicle trips (654 inbound and 346 outbound). Over a 24-hour period, Scenario 1: Retail Full Build Out is forecast to generate 13,136 net new daily trip ends during a typical weekday (6,568 inbound and 6,568 outbound trips).

Scenario 2: Office Full Build Out

As shown in **Table 70: Scenario 2 Office Full Build Out Trip Generation**, Scenario 2: Office Full Build Out is expected to generate a total of 1,091 net new vehicle trips (981 inbound and 110 outbound) during the AM peak hour. During the PM peak hour, Scenario 2: Office Full Build Out is expected to generate 1,249 net new vehicle trips (222 inbound and 1,027 outbound). Over a 24-hour period, Scenario 2: Office Full Build Out is forecast to generate 7,716 net new daily trip ends during a typical weekday (3,858 inbound and 3,858 outbound trips).

Scenario 3: Retail/Residential Full Build Out

As shown in **Table 71: Scenario 3 Retail/Residential Full Build Out Trip Generation**, Scenario 3: Retail/Residential Full Build Out is expected to generate a net reduction of 107 vehicle trips (251 fewer inbound and 143 outbound) during the AM peak hour. During the PM peak hour, Scenario 3: Retail/Residential Full Build Out is expected to generate 898 net new vehicle trips (638 inbound and 260 outbound). Over a 24-hour period, Scenario 3: Retail/Residential Full Build Out is forecast to generate 12,210 net new daily trip ends during a typical weekday (6,105 inbound and 6,105 outbound trips).

Figure 34: Future Traffic Volumes AM and PM Peak Hour With Scenario 4: Office/Residential, Project Site Only (Page 1 of 2)

Figure 34: Future Traffic Volumes AM and PM Peak Hour With Scenario 4: Office/Residential, Project Site Only (Page 2 of 2)

TABLE 69
SCENARIO 1 RETAIL TRIP GENERATION, FULL BUILD OUT[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site & Add Area								
Shopping Center[3]	540,000 sf	20,160	266	170	436	917	994	1,911
Less 20% Pass-By[4]		(4,032)	(53)	(34)	(87)	(183)	(199)	(382)
Subtotal		16,128	213	136	349	734	795	1,529
Homeplace facility[5]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[6]	340,000 sf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial[7]	132,665 sf	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing[8]	49,920 sf	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse[9]	97,554 sf	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club[10]	7 courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multipurpose Recreation[11]	0.93 acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(4,530)	(479)	(102)	(581)	(113)	(479)	(592)
Trips at Non-Adjacent Intersections		**13,136**	**(239)**	**51**	**(188)**	**654**	**346**	**1,000**
Trips at Adjacent Intersections		**17,169**	**(186)**	**85**	**(101)**	**837**	**545**	**1,382**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 820 (Shopping Center) trip generation equation rates
[4]Pass-by trip reduction based on LADOT policy on pass-by trips. The pass-by trip reduction will be applied to the study intersections located immediately adjacent to the project site.
[5]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[6]ITE Land Use Code 760 (Research & Development) trip generation equation rates.
[7]ITE Land Use Code 110 (Light Industrial) average trip generation rates.
[8]ITE Land Use Code 140 (Manufacturing) average trip generation rates.
[9]ITE Land Use Code 151 (Mini-Warehouse) average trip generation rates.
[10]ITE Land Use Code 492 (Racquet Club) average trip generation rates.
[11]ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

TABLE 70
SCENARIO 2 OFFICE TRIP GENERATION, FULL BUILD OUT[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site & Add Area								
General Office[3]	1,516,000 sf	10,708	1,433	195	1,628	302	1,476	1,778
Subtotal		10,708	1,433	195	1,628	302	1,476	1,778
Homeplace facility[4]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[5]	340,000 sf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial[6]	132,665 sf	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing[7]	49,920 sf	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse[8]	97,554 sf	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club[9]	7 courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multipurpose Recreation[10]	0.93 acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(4,530)	(479)	(102)	(581)	(113)	(479)	(592)
Trips at Non-Adjacent Intersections		**7,716**	**981**	**110**	**1,091**	**222**	**1,027**	**1,249**
Trips at Adjacent Intersections		**7,716**	**981**	**110**	**1,091**	**222**	**1,027**	**1,249**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 710 (Office) trip generation equation rates
[4]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[5]ITE Land Use Code 760 (Research & Development) trip generation equation rates.
[6]ITE Land Use Code 110 (Light Industrial) average trip generation rates.
[7]ITE Land Use Code 140 (Manufacturing) average trip generation rates.
[8]ITE Land Use Code 151 (Mini-Warehouse) average trip generation rates.
[9]ITE Land Use Code 492 (Racquet Club) average trip generation rates.
[10]ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

TABLE 71
SCENARIO 3 RETAIL/RESIDENTIAL TRIP GENERATION, FULL BUILD OUT[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site & Add Area								
Shopping Center[3]	400,000 sf	16,623	223	142	365	752	815	1,567
Less 20% Pass-By[4]		(3,325)	(45)	(28)	(73)	(150)	(163)	(313)
Condominiums[5]	400 du	2,115	26	127	153	129	64	193
Less 10% Internal Capture[6]		(211)	(3)	(13)	(15)	(13)	(6)	(19)
Subtotal		15,202	202	228	430	718	710	1,427
Homeplace facility[7]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[8]	340,000 sf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial[9]	132,665 sf	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing[10]	49,920 sf	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse[11]	97,554 sf	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club[12]	7 courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multipurpose Recreation[13]	0.93 acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(4,530)	(479)	(102)	(581)	(113)	(479)	(592)
Trips at Non-Adjacent Intersections		**12,210**	**(251)**	**143**	**(107)**	**638**	**260**	**898**
Trips at Adjacent Intersections		**15,534**	**(206)**	**172**	**(34)**	**788**	**423**	**1,212**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 820 (Shopping Center) trip generation equation rates
[4]Pass-by trip reduction based on LADOT policy on pass-by trips. The pass-by trip reduction will not be applied to the study intersections located immediately adjacent to the Project Site.
[5]Land Use Code 230 (Condominiums) trip generation equation rates.
[6]Internal capture reduction based on synergy between retail and residential land uses.
[7]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[8]ITE Land Use Code 760 (Research & Development) trip generation equation rates.
[9]ITE Land Use Code 110 (Light Industrial) average trip generation rates.
[10]ITE Land Use Code 140 (Manufacturing) average trip generation rates.
[11]ITE Land Use Code 151 (Mini-Warehouse) average trip generation rates.
[12]ITE Land Use Code 492 (Racquet Club) average trip generation rates.
[13]ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

Scenario 4: Office/Residential Full Build Out

As shown in **Table 72: Scenario 4 Office/Residential Full Build Out Trip Generation**, Scenario 4: Office/Residential Full Build Out is expected to generate a total of 884 net new vehicle trips (700 inbound and 184 outbound) during the AM peak hour. During the PM peak hour, Scenario 4: Office/Residential Full Build Out is expected to generate 986 net new vehicle trips (264 inbound and 722 outbound). Over a 24-hour period, Scenario 4: Office/Residential

Full Build Out is forecast to generate 7,428 net new daily trip ends during a typical weekday (3,714 inbound and 3,714 outbound trips).

TABLE 72
SCENARIO 4 OFFICE/RESIDENTIAL FULL BUILD OUT TRIP GENERATION[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site & Add Area								
General Office[3]	1,125,000 sf	8,516	1,129	154	1,283	228	1,113	1,341
Condominiums[4]	400 du	2,115	26	127	153	129	64	193
Less 10% Internal Capture[5]		(211)	(3)	(13)	(15)	(13)	(6)	(19)
Subtotal		10,420	1,152	268	1,421	344	1,171	1,515
Homeplace facility[6]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[7]	340,000 sf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial[8]	132,665 sf	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing[9]	49,920 sf	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse[10]	97,554 sf	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club[11]	7 courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multipurpose Recreation[12]	0.93 acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(4,530)	(479)	(102)	(581)	(113)	(479)	(592)
Trips at Non-Adjacent Intersections		**7,428**	**700**	**184**	**884**	**264**	**722**	**986**
Trips at Adjacent Intersections		**7,428**	**700**	**184**	**884**	**264**	**722**	**986**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 710 (Office) trip generation equation rates
[4]ITE Land Use Code 230 (Condominiums) trip generation equation rates.
[5]Internal capture reduction based on synergy between office and residential land uses.
[6]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[7]ITE Land Use Code 760 (Research & Development) trip generation equation rates.
[8]ITE Land Use Code 110 (Light Industrial) average trip generation rates.
[9]ITE Land Use Code 140 (Manufacturing) average trip generation rates.
[10]ITE Land Use Code 151 (Mini-Warehouse) average trip generation rates.
[11]ITE Land Use Code 492 (Racquet Club) average trip generation rates.
[12]ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

Trip Distribution

Based on discussions with LADOT staff, a generalized distribution pattern was created for development scenarios determined for the Full Build Out development. Traffic was assigned to the local roadway system based on a traffic distribution pattern which reflected the Full Build Out Project land uses, the anticipated vehicular site access scheme, existing traffic movements, characteristics of the surrounding roadway system, and nearby residential areas.

The corresponding forecast AM and PM peak hour traffic volumes at the study intersections for each of the Full Build Out scenarios are shown in **Figures 35** thru **38, Project Traffic Volumes AM and PM Peak Hours, Full Build Out**.

Future with Scenario 1: Retail Full Build Out

As shown in Column [4] of **Table 73: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 1 Retail, Full Build Out,** application of the City's significant traffic impact thresholds to the future with Scenario 1: Retail Full Build Out would result in a significant impact to 18 study intersections. According to the LADOT impact criteria, Scenario 1: Retail Full Build Out would create significant impacts during peak hours at the intersections identified in **Table 74: Level of Service Summary Before Mitigation Scenario 1 Retail, Full Build Out**.

Figure 35: Project Traffic Volumes AM and PM Peak Hours Scenario 1: Retail, Full Build Out (Page 1 of 2)

Figure 35: Project Traffic Volumes AM and PM Peak Hours Scenario 1: Retail, Full Build Out (Page 2 of 2)

Figure 36: Project Traffic Volumes AM and PM Peak Hours Scenario 2: Office, Full Build Out (Page 1 of 2)

Figure 36: Project Traffic Volumes AM and PM Peak Hours Scenario 2: Office, Full Build Out (Page 2 of 2)

Figure 37: Project Traffic Volumes AM and PM Peak Hours Scenario 3: Retail/Residential, Full Build Out (Page 1 of 2)

Figure 37: Project Traffic Volumes AM and PM Peak Hours Scenario 3: Retail/Residential, Full Build Out (Page 2 of 2)

Figure 38: Project Traffic Volumes AM and PM Peak Hours Scenario 4: Office/Residential, Full Build Out (Page 1 of 2)

Figure 38: Project Traffic Volumes AM and PM Peak Hours Scenario 4: Office/Residential, Full Build Out (Page 2 of 2)

TABLE 73
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS
SCENARIO 1 RETAIL, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig Imp	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mit
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
1	**De Soto Ave/ Plummer St**	**AM** **PM**	**1.138** **1.070**	**F** **F**	**1.206** **1.134**	**F** **F**	**1.226** **1.170**	**F** **F**	**1.226** **1.182**	**F** **F**	**0.000** **0.012**	**NO** **YES**	**1.071** **1.062**	**F** **F**	**-0.155** **-0.108**	**—** **YES**
2	De Soto Ave/ Nordhoff St	AM PM	1.032 0.910	F E	1.093 0.964	F E	1.139 0.990	F E	1.140 0.995	F E	0.001 0.005	NO NO	1.023 0.939	F E	-0.116 -0.051	— —
3	De Soto Ave/ Roscoe Blvd	AM PM	0.825 0.885	D D	0.874 0.939	D E	0.886 0.970	D E	0.887 0.979	D E	0.001 0.009	NO NO	0.839 0.906	D E	-0.047 -0.064	— —
4	Winnetka Ave/ Devonshire St	AM PM	0.584 0.856	A D	0.519 0.807	A D	0.519 0.828	A D	0.519 0.833	A D	0.000 0.005	NO NO	0.516 0.808	A D	-0.003 -0.020	— —
5	Winnetka Ave/ Lassen St	AM PM	0.778 0.765	C C	0.825 0.811	D D	0.844 0.833	D D	0.843 0.837	D D	-0.001 0.004	NO NO	0.831 0.826	D D	-0.013 -0.007	— —
6	Winnetka Ave/ Plummer St	AM PM	0.841 0.763	D C	0.891 0.808	D D	0.910 0.829	E D	0.907 0.835	E D	-0.003 0.006	NO NO	0.854 0.808	D D	-0.056 -0.021	— —
7	Winnetka Ave/ Prairie St	AM PM	0.616 0.642	B B	0.653 0.681	B B	0.755 0.739	C C	0.742 0.763	C C	-0.013 0.024	NO NO	0.720 0.740	C C	-0.035 0.001	— —
8	**Winnetka Ave/ Nordhoff St**	**AM** **PM**	**0.998** **0.910**	**E** **E**	**1.058** **0.965**	**F** **E**	**1.118** **0.971**	**F** **E**	**1.116** **0.987**	**F** **E**	**-0.002** **0.016**	**NO** **YES**	**1.069** **0.967**	**F** **E**	**-0.049** **-0.004**	**—** **YES**
9	**Winnetka Ave/ Parthenia St**	**AM** **PM**	**1.033** **1.118**	**F** **F**	**1.095** **1.185**	**F** **F**	**1.097** **1.191**	**F** **F**	**1.098** **1.204**	**F** **F**	**0.001** **0.013**	**NO** **YES**	**1.079** **1.186**	**F** **F**	**-0.018** **-0.005**	**—** **YES**
10	**Winnetka Ave/ Roscoe Blvd**	**AM** **PM**	**0.989** **0.912**	**E** **E**	**1.048** **0.966**	**F** **E**	**1.051** **0.979**	**F** **E**	**1.052** **0.990**	**F** **E**	**0.001** **0.011**	**NO** **YES**	**1.034** **0.972**	**F** **E**	**-0.017** **-0.007**	**—** **YES**
11	Winnetka Ave/ Victory Blvd	AM PM	0.887 1.057	D F	0.914 1.095	E F	0.914 1.095	E F	0.915 1.100	E F	0.001 0.005	NO NO	0.908 1.092	E F	-0.006 -0.003	— ---
12	Corbin Ave/ Rinaldi St	AM PM	0.612 0.559	B A	0.549 0.493	A A	0.693 0.686	B B	0.693 0.686	B B	0.000 0.000	NO NO	0.693 0.686	B B	0.000 0.000	— YES
13	**Corbin Ave/ Devonshire St**	**AM** **PM**	**1.051** **0.942**	**F** **E**	**1.014** **0.899**	**F** **D**	**0.929** **0.965**	**E** **E**	**0.925** **0.981**	**E** **E**	**-0.004** **0.16**	**NO** **YES**	**0.904** **0.949**	**E** **E**	**-0.025** **-0.016**	**—** **YES**
14	**Corbin Ave/ Lassen St**	**AM** **PM**	**1.132** **0.947**	**F** **E**	**1.200** **1.003**	**F** **F**	**1.263** **1.044**	**F** **F**	**1.249** **1.068**	**F** **F**	**-0.014** **0.024**	**NO** **YES**	**1.212** **1.031**	**F** **F**	**-0.051** **-0.013**	**—** **YES**
15	**Corbin Ave/ Plummer St**	**AM** **PM**	**0.993** **1.071**	**E** **F**	**1.053** **1.136**	**F** **F**	**1.119** **1.185**	**F** **F**	**1.097** **1.237**	**F** **F**	**-0.022** **0.052**	**NO** **YES**	**1.030** **1.089**	**F** **F**	**-0.089** **-0.096**	**—** **YES**
16	**Corbin Ave/ Prairie St**	**AM** **PM**	**0.631** **0.783**	**B** **C**	**0.669** **0.830**	**B** **D**	**0.737** **0.872**	**C** **D**	**0.749** **1.045**	**C** **F**	**0.012** **0.173**	**NO** **YES**	**0.699** **0.811**	**B** **D**	**-0.038** **-0.061**	**—** **YES**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM** **PM**	**0.443** **0.984**	**A** **E**	**0.470** **1.043**	**A** **F**	**0.628** **1.108**	**B** **F**	**0.625** **1.200**	**B** **F**	**-0.003** **0.092**	**NO** **YES**	**0.590** **0.952**	**A** **E**	**-0.038** **-0.156**	**—** **YES**
18	**Corbin Ave/ Nordhoff St & Way**	**AM** **PM**	**0.923** **0.996**	**E** **E**	**0.978** **1.056**	**E** **F**	**1.026** **1.092**	**F** **F**	**1.021** **1.141**	**F** **F**	**-0.005** **0.049**	**NO** **YES**	**0.962** **1.082**	**E** **F**	**-0.064** **-0.010**	**—** **YES**
19	**Corbin Ave/ Parthenia St**	**AM** **PM**	**1.070** **1.058**	**F** **F**	**1.134** **1.121**	**F** **F**	**1.151** **1.150**	**F** **F**	**1.133** **1.211**	**F** **F**	**-0.018** **0.061**	**NO** **YES**	**1.076** **1.55**	**F** **F**	**-0.075** **0.005**	**—** **YES**
20	**Corbin Ave/ Roscoe Blvd**	**AM** **PM**	**0.877** **0.833**	**D** **D**	**0.929** **0.883**	**E** **D**	**0.960** **0.911**	**E** **E**	**0.954** **0.956**	**E** **E**	**-0.006** **0.045**	**NO** **YES**	**0.917** **0.920**	**E** **E**	**-0.043** **0.009**	**—** **YES**
21	Corbin Ave/ Saticoy St	AM PM	0.953 0.998	E E	1.010 1.058	F F	1.031 1.074	F F	1.032 1.082	F F	0.001 0.008	NO NO	1.002 1.052	F F	-0.029 -0.022	— ---
22	**Shirley Ave/ Plummer St**	**AM** **PM**	**0.467** **0.704**	**A** **C**	**0.495** **0.747**	**A** **C**	**0.499** **0.750**	**A** **C**	**0.494** **0.792**	**A** **C**	**-0.005** **0.042**	**NO** **YES**	**0.520** **0.763**	**A** **C**	**0.021** **0.013**	**—** **YES**

23	Shirley Ave/ Nordhoff St	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.283 0.568	A A	-0.015 0.117	NO NO	0.283 0.568	A A	-0.015 0.117	— —
24	Nordhoff St/ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.332 0.599	A A	0.004 0.027	NO NO	0.332 0.599	A A	0.004 0.027	— ---
25	Tampa Ave/ SR-118 WB Ramps	AM PM	0.893 0.744	D C	0.846 0.689	D B	0.855 0.702	D C	0.848 0.722	D C	-0.007 0.020	NO NO	0.841 0.715	D C	-0.014 0.013	— ---
26	Tampa Ave/ SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.842 0.827	D D	0.001 0.006	NO NO	0.842 0.827	D D	0.001 0.006	— ---
27	Tampa Ave/ Chatsworth St	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.679 0.559	B A	-0.005 0.006	NO NO	0.672 0.554	B A	-0.012 0.001	— ---
28	**Tampa Ave/ Devonshire ST**	**AM PM**	**0.849 0.949**	**D E**	**0.800 0.906**	**D E**	**0.844 0.950**	**D E**	**0.837 0.960**	**D E**	**-0.007 0.010**	**NO YES**	**0.818 0.945**	**D E**	**-0.026 -0.005**	**— YES**
29	**Tampa Ave/ Lassen St**	**AM PM**	**0.967 0.948**	**E E**	**1.025 1.005**	**F F**	**1.047 1.027**	**F F**	**1.040 1.037**	**F F**	**-0.007 0.010**	**NO YES**	**1.026 1.023**	**F F**	**-0.021 -0.004**	**— YES**
30	**Tampa Ave/ Plummer St**	**AM PM**	**0.859 0.915**	**D E**	**0.911 0.970**	**E E**	**0.937 0.980**	**E E**	**0.927 1.006**	**E F**	**-0.010 0.026**	**NO YES**	**0.909 0.959**	**E E**	**-0.028 -0.021**	**— YES**
31	**Tampa Ave/ Nordhoff St**	**AM PM**	**0.978 1.093**	**E F**	**1.036 1.158**	**F F**	**1.122 1.181**	**F F**	**1.102 1.196**	**F F**	**-0.020 0.015**	**NO YES**	**1.079 1.170**	**F F**	**-0.043 -0.011**	**— YES**
32	Tampa Ave/ Roscoe Blvd	AM PM	0.949 0.801	E D	1.006 0.849	F D	1.010 0.854	F D	1.008 0.867	F D	-0.002 0.013	NO NO	0.991 0.856	E D	-0.019 0.002	— —
33	Tampa Ave/ Saticoy St	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.002 0.984	F E	0.000 0.006	NO NO	0.989 0.975	E E	-0.013 -0.003	— —
34	Wilbur Ave/ Plummer St	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.695 0.604	B B	-0.005 0.014	NO NO	0.695 0.604	B B	-0.005 0.014	— —
35	Wilbur Ave/ Nordhoff St	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.654 0.636	B B	-0.005 0.018	NO NO	0.654 0.636	B B	-0.005 0.018	— —
36	**Reseda Blvd/ Plummer St**	**AM PM**	**0.699 1.195**	**B F**	**0.741 1.266**	**C F**	**0.739 1.291**	**C F**	**0.738 1.304**	**C F**	**-0.001 0.013**	**NO YES**	**0.668 1.271**	**B F**	**-0.071 -0.020**	**— YES**
37	Reseda Blvd/ Nordhoff St	AM PM	0.820 0.966	D E	0.869 1.024	D F	0.898 1.035	D F	0.895 1.043	D F	-0.003 0.008	NO NO	0.895 1.043	D F	-0.003 0.008	— —
38	Reseda Blvd/ Victory Blvd	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.028 0.944	F E	0.000 0.004	NO NO	1.028 0.944	F E	0.000 0.004	— —
39	Zelzah Ave/ Nordhoff St	AM PM	0.897 0.875	D D	0.951 0.928	E E	1.013 0.945	F E	1.010 0.953	F E	-0.003 0.008	NO NO	1.010 0.953	F E	-0.003 0.008	— —

TABLE 74
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 1: RETAIL FULL BUILD OUT

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
1	PM	De Soto Ave/Plummer St	1.170	1.182	0.012	F	F
8	PM	Winnetka Ave/Nordhoff St	0.971	0.987	0.016	E	E
9	PM	Winnetka Ave/Parthenia st	1.191	1.204	0.013	F	F
10	PM	Winnetka Ave/Roscoe Blvd	0.979	0.990	0.011	E	E
13	PM	Corbin Ave/Devonshire St	0.965	0.981	0.016	E	E
14	PM	Corbin Ave/Lassen St	1.044	1.068	0.024	F	F
15	PM	Corbin Ave/Plummer St	1.185	1.237	0.052	F	F
16	PM	Corbin Ave/Prairie St	0.872	1.045	0.173	D	F
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.200	0.092	F	F
18	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.141	0.049	F	F
19	PM	Corbin Ave/Parthenia St	1.150	1.211	0.061	F	F
20	PM	Corbin Ave/Roscoe Blvd	0.911	0.956	0.045	E	E
22	PM	Shirley Ave/Plummer St	0.750	0.792	0.042	C	C
28	PM	Tampa Ave/Devonshire St	0.950	0.960	0.010	E	E
29	PM	Tampa Ave/Lassen St	1.027	1.037	0.010	F	F
30	PM	Tampa Ave/Plummer St	0.980	1.006	0.026	E	F
31	PM	Tampa Ave/Nordhoff St	1.181	1.196	0.015	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.304	0.013	F	F

As indicated in **Table 73: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 1 Retail, Full Build Out,** incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 1: Retail Full Build Out. Traffic volumes in the future resulting from Scenario 1: Retail Full Build Out (existing, ambient growth, related projects, and Scenario 1: Retail Full Build Out) for AM and PM peak hours are shown in **Figure 39: Future Traffic Volumes With Scenario 1 Retail, Full Build Out.**

Figure 39: Future Traffic Volumes AM And PM Peak Hour With Scenario 1: Retail, Full Build Out (Page 1 of 2)

Figure 39: Future Traffic Volumes AM And PM Peak Hour With Scenario 1: Retail, Full Build Out (Page 2 of 2)

Future with Scenario 2:Office Full Build Out

As shown in Column [4] of **Table 75: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 2 Office, Full Build Out,** application of the City's significant traffic impact thresholds to the future with Scenario 2: Office Full Build Out would result in a significant impact to 24 study intersections. According to the LADOT impact criteria, Scenario 2: Office Full Build Out would create significant impacts during the peak hours at the intersections identified in **Table 76: Level of Service Summary Before Mitigation Scenario 2 Office, Full Build Out**.

As indicated in **Table 75: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 2 Office, Full Build Out**, incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 2: Office Full Build Out. Traffic volumes in the future resulting from Scenario 2: Office Full Build Out(existing, ambient growth, related projects, and Scenario 2: office Full Build Out) for the AM and PM peak hours are shown in **Figure 40: Future Traffic Volumes With Scenario 2 Office, Full Build Out.**

Future with Scenario 3:Retail/Residential Full Build Out

As shown in Column [4] of **Table 77: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 3 Retail/Residential, Full Build Out,** application of the City's significant traffic impact thresholds to the future with Scenario 3: Retail/Residential Full Build Out would result in a significant impact to 14 study intersections. According to the LADOT impact criteria, Scenario 3: Retail/Residential Full Build Out would create significant impacts during peak hours at the intersections identified in **Table 78: Level of Service Summary Before Mitigation Scenario 3 Retail/Residential, Full Build Out**.

As indicated in **Table 77: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 3 Retail/Residential, Full Build Out**, incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 3: Retail/Residential Full Build Out. Traffic volumes in the future as a result of Scenario 3: Retail/Residential Full Build Out(existing, ambient growth, related projects, and Scenario 3: Retail/Residential Full Build Out) for AM and PM peak hours are shown in **Figure 41: Future Traffic Volumes With Scenario 3: Retail/Residential, Full Build Out.**

TABLE 75
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS SCENARIO 2 OFFICE, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig. Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
1	**De Soto Ave/ Plummer St**	**AM**	**1.138**	**F**	**1.206**	**F**	**1.226**	**F**	**1.236**	**F**	**0.010**	**YES**	**1.081**	**F**	**-0.145**	**YES**	**1.079**	**F**	**-0.147**	**—**
		PM	**1.070**	**F**	**1.134**	**F**	**1.170**	**F**	**1.191**	**F**	**0.021**	**YES**	**1.071**	**F**	**-0.099**	**YES**	**1.067**	**F**	**-0.103**	**—**
2	De Soto Ave/ Nordhoff St	AM	1.032	F	1.093	F	1.139	F	1.140	F	0.001	NO	1.024	F	-0.115	—	1.023	F	-0.116	—
		PM	0.910	E	0.964	E	0.990	E	0.999	E	0.009	NO	0.944	E	-0.046	—	0.940	E	-0.050	—
3	**De Soto Ave/ Roscoe Blvd**	**AM**	**0.825**	**D**	**0.874**	**D**	**0.886**	**D**	**0.888**	**D**	**0.002**	**NO**	**0.839**	**D**	**-0.047**	**—**	**0.839**	**D**	**-0.047**	**—**
		PM	**0.885**	**D**	**0.939**	**E**	**0.970**	**E**	**0.980**	**E**	**0.010**	**YES**	**0.907**	**E**	**-0.063**	**YES**	**0.905**	**E**	**-0.065**	**—**
4	Winnetka Ave/ Devonshire St	AM	0.584	A	0.519	A	0.519	A	0.520	A	0.001	NO	0.517	A	-0.002	—	0.517	A	-0.002	—
		PM	0.856	D	0.807	D	0.828	D	0.830	D	0.002	NO	0.805	D	-0.023	—	0.805	D	-0.023	—
5	Winnetka Ave/ Lassen St	AM	0.778	C	0.825	D	0.844	D	0.852	D	0.008	NO	0.840	D	-0.004	—	0.839	D	-0.005	—
		PM	0.765	C	0.811	D	0.833	D	0.834	D	0.001	NO	0.823	D	-0.010	—	0.823	D	-0.010	—
6	**Winnetka Ave/ Plummer St**	**AM**	**0.841**	**D**	**0.891**	**D**	**0.910**	**E**	**0.921**	**E**	**0.011**	**YES**	**0.868**	**D**	**-0.042**	**YES**	**0.866**	**D**	**-0.044**	**—**
		PM	**0.763**	**C**	**0.808**	**D**	**0.829**	**D**	**0.835**	**D**	**0.006**	**NO**	**0.808**	**D**	**-0.021**	**—**	**0.807**	**D**	**-0.022**	**—**
7	**Winnetka Ave/ Prairie St**	**AM**	**0.616**	**B**	**0.653**	**B**	**0.755**	**C**	**0.816**	**D**	**0.061**	**YES**	**0.794**	**C**	**0.039**	**YES**	**0.780**	**C**	**0.025**	**—**
		PM	**0.642**	**B**	**0.681**	**B**	**0.739**	**C**	**0.785**	**C**	**0.046**	**YES**	**0.763**	**C**	**0.024**	**YES**	**0.746**	**C**	**0.007**	**—**
8	**Winnetka Ave/ Nordhoff St**	**AM**	**0.998**	**E**	**1.058**	**F**	**1.118**	**F**	**1.133**	**F**	**0.015**	**YES**	**1.087**	**F**	**-0.031**	**YES**	**1.083**	**F**	**-0.035**	**—**
		PM	**0.910**	**E**	**0.965**	**E**	**0.971**	**E**	**0.977**	**E**	**0.006**	**NO**	**0.957**	**E**	**-0.014**	**—**	**0.956**	**E**	**-0.015**	**—**
9	Winnetka Ave/ Parthenia St	AM	1.033	F	1.095	F	1.097	F	1.099	F	0.002	NO	1.080	F	-0.017	—	1.080	F	-0.017	—
		PM	1.118	F	1.185	F	1.191	F	1.196	F	0.005	NO	1.177	F	-0.014	--	1.176	F	-0.015	—
10	**Winnetka Ave/ Roscoe Blvd**	**AM**	**0.989**	**E**	**1.048**	**F**	**1.051**	**F**	**1.053**	**F**	**0.002**	**NO**	**1.035**	**F**	**-0.016**	**—**	**1.035**	**F**	**-0.016**	**—**
		PM	**0.912**	**E**	**0.966**	**E**	**0.979**	**E**	**0.993**	**E**	**0.014**	**YES**	**0.974**	**E**	**-0.005**	**YES**	**0.972**	**E**	**-0.007**	**—**
11	Winnetka Ave/ Victory Blvd	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.001	NO	0.908	E	-0.006	—	0.908	E	-0.006	—
		PM	1.057	F	1.095	F	1.095	F	1.096	F	0.001	NO	1.089	F	-0.006	—	1.089	F	-0.006	—
12	Corbin Ave/ Rinaldi St	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	—	0.693	B	0.000	—
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	—	0.686	B	0.000	—
13	**Corbin Ave/ Devonshire St**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.956**	**E**	**0.027**	**YES**	**0.935**	**E**	**0.006**	**YES**	**0.928**	**E**	**-0.001**	**—**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.998**	**E**	**0.033**	**YES**	**0.966**	**E**	**0.001**	**YES**	**0.959**	**E**	**-0.006**	**—**
14	**Corbin Ave/ Lassen St**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.319**	**F**	**0.056**	**YES**	**1.282**	**F**	**0.019**	**NO**	**1.270**	**F**	**0.007**	**YES**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.091**	**F**	**0.047**	**YES**	**1.055**	**F**	**0.011**	**NO**	**1.045**	**F**	**0.001**	**YES**
15	**Corbin Ave/ Plummer St**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.215**	**F**	**0.096**	**YES**	**1.148**	**F**	**0.029**	**NO**	**1.127**	**F**	**0.008**	**YES**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.266**	**F**	**0.081**	**YES**	**1.106**	**F**	**-0.079**	**YES**	**1.092**	**F**	**-0.093**	**—**
16	**Corbin Ave/ Prairie St**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.838**	**D**	**0.101**	**YES**	**0.788**	**C**	**0.051**	**NO**	**0.759**	**C**	**0.022**	**YES**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**1.071**	**F**	**0.199**	**YES**	**0.887**	**D**	**0.015**	**YES**	**0.843**	**D**	**-0.029**	**—**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.662**	**B**	**0.034**	**NO**	**0.590**	**A**	**-0.038**	**—**	**0.589**	**A**	**-0.039**	**—**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.232**	**F**	**0.124**	**YES**	**0.967**	**E**	**-0.141**	**YES**	**0.939**	**E**	**-0.169**	**—**
18	**Corbin Ave/ Nordhoff St & Way**	**AM**	**0.923**	**E**	**0.978**	**E**	**1.026**	**F**	**1.069**	**F**	**0.043**	**YES**	**1.009**	**F**	**-0.017**	**YES**	**0.999**	**E**	**-0.027**	**—**
		PM	**0.996**	**E**	**1.056**	**F**	**1.092**	**F**	**1.179**	**F**	**0.087**	**YES**	**1.119**	**F**	**0.027**	**NO**	**1.100**	**F**	**0.008**	**YES**
19	**Corbin Ave/ Parthenia St**	**AM**	**1.070**	**F**	**1.134**	**F**	**1.151**	**F**	**1.235**	**F**	**0.084**	**YES**	**1.178**	**F**	**0.027**	**NO**	**1.159**	**F**	**0.008**	**YES**
		PM	**1.058**	**F**	**1.121**	**F**	**1.150**	**F**	**1.189**	**F**	**0.039**	**YES**	**1.133**	**F**	**-0.017**	**YES**	**1.125**	**F**	**-0.025**	**—**
20	**Corbin Ave/ Roscoe Blvd**	**AM**	**0.877**	**D**	**0.929**	**E**	**0.960**	**E**	**0.997**	**E**	**0.037**	**YES**	**0.960**	**E**	**0.000**	**YES**	**0.952**	**E**	**-0.008**	**—**
		PM	**0.833**	**D**	**0.883**	**D**	**0.911**	**E**	**0.958**	**E**	**0.047**	**YES**	**0.921**	**E**	**0.010**	**NO**	**0.911**	**E**	**0.000**	**YES**

21	Corbin Ave/ Saticoy St	AM PM	0.953 0.998	E E	1.010 1.058	F F	1.031 1.074	F F	1.032 1.083	F F	0.001 0.009	NO NO	1.002 1.053	F F	-0.029 -0.021	— —	1.002 1.051	F F	-0.029 -0.023	— —
22	**Shirley Ave/ Plummer St**	**AM PM**	**0.467 0.704**	**A C**	**0.495 0.747**	**A C**	**0.499 0.750**	**A C**	**0.523 0.828**	**A D**	**0.024 0.078**	**NO YES**	**0.423 0.728**	**A C**	**-0.076 -0.022**	**— YES**	**0.418 0.711**	**A C**	**-0.081 -0.039**	**— —**
23	Shirley Ave/ Nordhoff St	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.380 0.559	A A	0.082 0.108	NO NO	0.380 0.559	A A	0.082 0.108	— —	0.362 0.536	A A	0.064 0.085	— —
24	Nordhoff St/ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.336 0.653	A B	0.008 0.081	NO NO	0.336 0.653	A B	0.008 0.081	— —	0.334 0.636	A B	0.006 0.064	— —
25	**Tampa Ave/ SR-118 WB Ramps**	**AM PM**	**0.893 0.744**	**D C**	**0.846 0.689**	**D B**	**0.855 0.702**	**D C**	**0.885 0.709**	**D C**	**0.030 0.007**	**YES NO**	**0.878 0.702**	**D C**	**0.023 0.000**	**NO —**	**0.872 0.700**	**D C**	**0.017 -0.002**	**YES —**
26	Tampa Ave/ SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.843 0.839	D D	0.002 0.018	NO NO	0.843 0.839	D D	0.002 0.018	— —	0.842 0.835	D D	0.001 0.014	— —
27	Tampa Ave/ Chatsworth St	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.707 0.571	C A	0.023 0.018	NO NO	0.700 0.566	C A	0.016 0.013	— —	0.695 0.562	B A	0.011 0.009	— —
28	**Tampa Ave/ Devonshire ST**	**AM PM**	**0.849 0.949**	**D E**	**0.800 0.906**	**D E**	**0.844 0.950**	**D E**	**0.874 0.981**	**D E**	**0.030 0.031**	**YES YES**	**0.855 0.966**	**D E**	**0.011 0.016**	**YES NO**	**0.849 0.959**	**D E**	**0.005 0.009**	**— YES**
29	**Tampa Ave/ Lassen St**	**AM PM**	**0.967 0.948**	**E E**	**1.025 1.005**	**F F**	**1.047 1.027**	**F F**	**1.075 1.057**	**F F**	**0.028 0.030**	**YES YES**	**1.061 1.043**	**F F**	**0.014 0.016**	**NO NO**	**1.055 1.036**	**F F**	**0.008 0.009**	**YES YES**
30	**Tampa Ave/ Plummer St**	**AM PM**	**0.859 0.915**	**D E**	**0.911 0.970**	**E E**	**0.937 0.980**	**E E**	**0.989 1.011**	**E F**	**0.052 0.031**	**YES YES**	**0.870 0.893**	**D D**	**-0.067 -0.087**	**YES YES**	**0.859 0.885**	**D D**	**-0.078 -0.095**	**— —**
31	**Tampa Ave/ Nordhoff St**	**AM PM**	**0.978 1.093**	**E F**	**1.036 1.158**	**F F**	**1.122 1.181**	**F F**	**1.210 1.225**	**F F**	**0.088 0.044**	**YES YES**	**1.087 1.100**	**F F**	**-0.035 -0.081**	**YES YES**	**1.067 1.090**	**F F**	**-0.055 -0.091**	**— —**
32	**Tampa Ave/ Roscoe Blvd**	**AM PM**	**0.949 0.801**	**E D**	**1.006 0.849**	**F D**	**1.010 0.854**	**F D**	**1.025 0.859**	**F D**	**0.015 0.005**	**YES NO**	**1.009 0.847**	**F D**	**-0.001 -0.007**	**YES —**	**1.005 0.847**	**F D**	**-0.005 -0.007**	**— —**
33	Tampa Ave/ Saticoy St	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.003 0.986	F E	0.001 0.008	NO NO	0.989 0.977	E E	-0.013 -0.001	— —	0.989 0.975	E E	-0.013 -0.003	— —
34	Wilbur Ave/ Plummer St	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.724 0.604	C B	0.024 0.014	NO NO	0.724 0.604	C B	0.024 0.014	— —	0.719 0.601	C B	0.019 0.011	— —
35	Wilbur Ave/ Nordhoff St	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.680 0.637	B B	0.021 0.019	NO NO	0.680 0.637	B B	0.021 0.019	— —	0.675 0.633	B B	0.016 0.015	— —
36	**Reseda Blvd/ Plummer St**	**AM PM**	**0.699 1.195**	**B F**	**0.741 1.266**	**C F**	**0.739 1.291**	**C F**	**0.747 1.307**	**C F**	**0.008 0.016**	**NO YES**	**0.669 1.277**	**B F**	**-0.070 -0.014**	**— YES**	**0.669 1.274**	**B F**	**-0.070 -0.017**	**— —**
37	**Reseda Blvd/ Nordhoff St**	**AM PM**	**0.820 0.966**	**D E**	**0.869 1.024**	**D F**	**0.898 1.035**	**D F**	**0.910 1.038**	**E F**	**0.012 0.003**	**YES NO**	**0.910 1.038**	**E F**	**0.012 0.003**	**NO —**	**0.907 1.038**	**E F**	**0.009 0.003**	**YES —**
38	Reseda Blvd/ Victory Blvd	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.028 0.941	F E	0.000 0.001	NO NO	1.028 0.941	F E	0.000 0.001	— —	1.028 0.941	F E	0.000 0.001	— —
39	**Zelzah Ave/ Nordhoff St**	**AM PM**	**0.897 0.875**	**D D**	**0.951 0.928**	**E E**	**1.013 0.945**	**F E**	**1.024 0.947**	**F E**	**0.011 0.002**	**YES NO**	**1.024 0.947**	**F E**	**0.011 0.002**	**NO —**	**1.022 0.947**	**F E**	**0.009 0.002**	**YES —**

TABLE 76
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 2: OFFICE FULL BUILD-OUT

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
1	AM	De Soto Ave/Plummer St	1.226	1.236	0.10	F	F
	PM	De Soto Ave/Plummer St	1.170	1.191	.021	F	F
3	PM	De Soto Ave/Roscoe Blvd	0.970	0.980	0.010	E	E
6	AM	Winnetka Ave/Plummer St	0.910	0.921	0.011	D	D
7	AM	Winnetka Ave/Prairie St	0.755	0.816	.061	C	D
	PM	Winnetka Ave/Prairie St	0.739	0.785	0.046	C	C
8	AM	Winnetka Ave/Nordhoff St	1.118	1.133	.015	F	F
10	PM	Winnetka Ave/Roscoe Blvd	0.979	0.993	0.014	E	E
13	AM	Corbin Ave/Devonshire St	.929	.956	.027	E	E
	PM	Corbin Ave/Devonshire St	.965	.998	.033	E	E
14	AM	Corbin Ave/Lassen St	1.263	1.319	.056	F	F
	PM	Corbin Ave/Lassen St	1.044	1.091	.047	F	F
15	AM	Corbin Ave/Plummer St	1.119	1.215	.096	F	F
	PM	Corbin Ave/Plummer St	1.185	1.266	.081	F	F
16	AM	Corbin Ave/Prairie St	0.737	0.838	.101	C	D
	PM	Corbin Ave/Prairie St	0.872	1.071	.199	D	F
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.232	.124	F	F
18	AM	Corbin Ave/Nordhoff St/Nordhoff Way	1.026	1.069	.043	F	F
	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.179	.087	F	F
19	AM	Corbin Ave/Parthenia St	1.151	1.235	.084	F	F
	PM	Corbin Ave/Parthenia St	1.150	1.189	.039	F	F
20	AM	Corbin Ave/Roscoe Blvd	0.960	0.997	.037	E	E
	PM	Corbin Ave/Roscoe Blvd	0.911	0.958	.047	E	E
22	PM	Shirley Ave/Plummer St	0.750	0.828	.078	C	D
25	AM	Tampa Ave/SR-118 WB RAmps	.855	.885	.030	D	D
28	AM	Tampa Ave/Devonshire St	.844	.874	.030	D	D
	PM	Tampa Ave/Devonshire St	.950	.981	.031	E	E
29	AM	Tampa Ave/Lassen St	1.047	1.075	.028	F	F
	PM	Tampa Ave/Lassen St	1.027	1.057	.030	F	F
30	AM	Tampa Ave/Plummer St	0.937	0.989	.052	E	E
	PM	Tampa Ave/Plummer St	0.980	1.011	.031	E	F
31	AM	Tampa Ave/Nordhoff St	1.122	1.210	.088	F	F
	PM	Tampa Ave/Nordhoff St	1.181	1.225	.044	F	F
32	AM	Tampa Ave/Roscoe Blvd	1.010	1.025	.015	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.307	.016	F	F
37	AM	Rededa Blvd/Nordhoff St	0.898	0.910	0.012	D	E
39	AM	Zelzah Ave/Nordhoff St	1.013	1.024	.011	F	F

Figure 40: Future Traffic Volumes AM and PM Peak Hour With Scenario 2: Office, Full Build Out (Page 1 of 2)

Figure 40: Future Traffic Volumes AM and PM Peak Hour With Scenario 2: Office, Full Build Out (Page 2 of 2)

TABLE 77
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS
SCENARIO 3 RETAIL/RESIDENTIAL, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig Imp	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mit
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
1	De Soto Ave/ Plummer St	AM	1.138	F	1.206	F	1.226	F	1.227	F	0.001	NO	1.073	F	-0.153	—
		PM	1.070	F	1.134	F	1.170	F	1.179	F	0.009	NO	1.060	F	-0.110	—
2	De Soto Ave/ Nordhoff St	AM	1.032	F	1.093	F	1.139	F	1.141	F	0.002	NO	1.024	F	-0.115	—
		PM	0.910	E	0.964	E	0.990	E	0.994	E	0.004	NO	0.938	E	-0.052	—
3	De Soto Ave/ Roscoe Blvd	AM	0.825	D	0.874	D	0.886	D	0.888	D	0.002	NO	0.840	D	-0.046	—
		PM	0.885	D	0.939	E	0.970	E	0.978	E	0.008	NO	0.906	E	-0.064	—
4	Winnetka Ave/ Devonshire St	AM	0.584	A	0.519	A	0.519	A	0.520	A	0.001	NO	0.517	A	-0.002	—
		PM	0.856	D	0.807	D	0.828	D	0.833	D	0.005	NO	0.808	D	-0.020	—
5	Winnetka Ave/ Lassen St	AM	0.778	C	0.825	D	0.844	D	0.844	D	0.000	NO	0.833	D	-0.011	—
		PM	0.765	C	0.811	D	0.833	D	0.837	D	0.004	NO	0.826	D	-0.007	—
6	Winnetka Ave/ Plummer St	AM	0.841	D	0.891	D	0.910	E	0.907	E	-0.003	NO	0.854	D	-0.056	—
		PM	0.763	C	0.808	D	0.829	D	0.834	D	0.005	NO	0.807	D	-0.022	—
7	Winnetka Ave/ Prairie St	AM	0.616	B	0.653	B	0.755	C	0.744	C	-0.011	NO	0.722	C	-0.033	—
		PM	0.642	B	0.681	B	0.739	C	0.760	C	0.021	NO	0.738	C	-0.001	—
8	**Winnetka Ave/ Nordhoff St**	**AM**	**0.998**	**E**	**1.058**	**F**	**1.118**	**F**	**1.117**	**F**	**-0.001**	**NO**	**1.071**	**F**	**-0.047**	**—**
		PM	**0.910**	**E**	**0.965**	**E**	**0.971**	**E**	**0.987**	**E**	**0.016**	**YES**	**0.967**	**E**	**-0.004**	**YES**
9	**Winnetka Ave/ Parthenia St**	**AM**	**1.033**	**F**	**1.095**	**F**	**1.097**	**F**	**1.100**	**F**	**0.003**	**NO**	**1.081**	**F**	**-0.016**	**—**
		PM	**1.118**	**F**	**1.185**	**F**	**1.191**	**F**	**1.204**	**F**	**0.013**	**YES**	**1.186**	**F**	**-0.005**	**YES**
10	**Winnetka Ave/ Roscoe Blvd**	**AM**	**0.989**	**E**	**1.048**	**F**	**1.051**	**F**	**1.054**	**F**	**0.003**	**NO**	**1.036**	**F**	**-0.015**	**—**
		PM	**0.912**	**E**	**0.966**	**E**	**0.979**	**E**	**0.989**	**E**	**0.010**	**YES**	**0.971**	**E**	**-0.008**	**YES**
11	Winnetka Ave/ Victory Blvd	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.915	NO	0.908	E	-0.006	—
		PM	1.057	F	1.095	F	1.095	F	1.100	F	1.100	NO	1.092	F	-0.003	—
12	Corbin Ave/ Rinaldi St	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.693	NO	0.693	B	0.000	—
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.686	NO	0.686	B	0.000	—
13	**Corbin Ave/ Devonshire St**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.927**	**E**	**0.927**	**NO**	**0.906**	**E**	**-0.023**	**—**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.978**	**E**	**0.978**	**YES**	**0.947**	**E**	**-0.018**	**YES**
14	**Corbin Ave/ Lassen St**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.248**	**F**	**1.248**	**NO**	**1.212**	**F**	**-0.051**	**—**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.064**	**F**	**1.064**	**YES**	**1.027**	**F**	**-0.017**	**YES**
15	**Corbin Ave/ Plummer St**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.095**	**F**	**1.095**	**NO**	**1.028**	**F**	**-0.091**	**—**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.231**	**F**	**1.231**	**YES**	**1.083**	**F**	**-0.102**	**YES**
16	**Corbin Ave/ Prairie St**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.765**	**C**	**0.765**	**NO**	**0.715**	**C**	**-0.022**	**—**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**1.028**	**F**	**1.028**	**YES**	**0.795**	**C**	**-0.077**	**YES**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.628**	**B**	**0.628**	**NO**	**0.592**	**A**	**-0.036**	**—**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.185**	**F**	**1.185**	**YES**	**0.935**	**E**	**-0.173**	**YES**
18	**Corbin Ave/ Nordhoff St & Way**	**AM**	**0.923**	**E**	**0.978**	**E**	**1.026**	**F**	**1.027**	**F**	**1.027**	**NO**	**0.968**	**E**	**-0.058**	**—**
		PM	**0.996**	**E**	**1.056**	**F**	**1.092**	**F**	**1.134**	**F**	**1.134**	**YES**	**1.074**	**F**	**-0.018**	**YES**
19	**Corbin Ave/ Parthenia St**	**AM**	**1.070**	**F**	**1.134**	**F**	**1.151**	**F**	**1.133**	**F**	**1.133**	**NO**	**1.076**	**F**	**-0.075**	**—**
		PM	**1.058**	**F**	**1.121**	**F**	**1.150**	**F**	**1.208**	**F**	**1.208**	**YES**	**1.151**	**F**	**0.001**	**YES**

20	**Corbin Ave/ Roscoe Blvd**	**AM PM**	**0.877 0.833**	**D D**	**0.929 0.883**	**E D**	**0.960 0.911**	**E E**	**0.957 0.953**	**E E**	**0.957 0.953**	**NO YES**	**0.920 0.916**	**E E**	**-0.040 0.005**	**— YES**
21	Corbin Ave/ Saticoy St	AM PM	0.953 0.998	E E	1.010 1.058	F F	1.031 1.074	F F	1.033 1.082	F F	1.033 1.082	NO NO	1.003 1.052	F F	-0.028 -0.022	— —
22	Shirley Ave/ Plummer St	AM PM	0.467 0.704	A C	0.495 0.747	A C	0.499 0.750	A C	0.495 0.786	A C	0.495 0.786	NO NO	0.475 0.786	A C	-0.024 0.036	— —
23	Shirley Ave/ Nordhoff St	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.281 0.554	A A	0.281 0.554	NO NO	0.281 0.554	A A	-0.017 0.103	— —
24	Nordhoff St/ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.339 0.592	A A	0.339 0.592	NO NO	0.339 0.592	A A	0.011 0.020	— —
25	Tampa Ave/ SR-118 WB Ramps	AM PM	0.893 0.744	D C	0.846 0.689	D B	0.855 0.702	D C	0.847 0.722	D C	0.847 0.722	NO NO	0.840 0.715	D C	-0.015 0.013	— —
26	Tampa Ave/ SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.843 0.825	D D	0.843 0.825	NO NO	0.843 0.825	D D	0.002 0.004	— —
27	Tampa Ave/ Chatsworth St	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.678 0.557	B A	0.678 0.557	NO NO	0.671 0.552	B A	-0.013 -0.001	— —
28	Tampa Ave/ Devonshire ST	AM PM	0.849 0.949	D E	0.800 0.906	D E	0.844 0.950	D E	0.836 0.957	D E	0.836 0.957	NO NO	0.818 0.942	D E	-0.026 -0.008	— —
29	Tampa Ave/ Lassen St	AM PM	0.967 0.948	E E	1.025 1.005	F F	1.047 1.027	F F	1.040 1.035	F F	1.040 1.035	NO NO	1.025 1.020	F F	-0.022 -0.007	— —
30	**Tampa Ave/ Plummer St**	**AM PM**	**0.859 0.915**	**D E**	**0.911 0.970**	**E E**	**0.937 0.980**	**E E**	**0.929 1.004**	**E F**	**0.929 1.004**	**NO YES**	**0.910 0.985**	**E E**	**-0.027 0.005**	**— YES**
31	**Tampa Ave/ Nordhoff St**	**AM PM**	**0.978 1.093**	**E F**	**1.036 1.158**	**F F**	**1.122 1.181**	**F F**	**1.103 1.192**	**F F**	**1.103 1.192**	**NO YES**	**1.079 1.166**	**F F**	**-0.043 -0.015**	**— YES**
32	Tampa Ave/ Roscoe Blvd	AM PM	0.949 0.801	E D	1.006 0.849	F D	1.010 0.854	F D	1.009 0.867	F D	1.009 0.867	NO NO	0.993 0.856	E D	-0.017 0.002	— —
33	Tampa Ave/ Saticoy St	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.003 0.984	F E	1.003 0.984	NO NO	0.990 0.975	E E	-0.012 -0.003	— —
34	Wilbur Ave/ Plummer St	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.694 0.604	B B	0.694 0.604	NO NO	0.694 0.604	B B	-0.006 0.014	— —
35	Wilbur Ave/ Nordhoff St	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.656 0.634	B B	0.656 0.634	NO NO	0.656 0.634	B B	-0.003 0.016	— —
36	**Reseda Blvd/ Plummer St**	**AM PM**	**0.699 1.195**	**B F**	**0.741 1.266**	**C F**	**0.739 1.291**	**C F**	**0.739 1.303**	**C F**	**0.739 1.303**	**NO YES**	**0.670 1.269**	**B F**	**-0.069 -0.022**	**— YES**
37	Reseda Blvd/ Nordhoff St	AM PM	0.820 0.966	D E	0.869 1.024	D F	0.898 1.035	D F	0.895 1.043	D F	0.895 1.043	NO NO	0.895 1.043	D F	-0.003 0.008	— —
38	Reseda Blvd/ Victory Blvd	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.029 0.944	F E	1.029 0.944	NO NO	1.029 0.944	F E	0.001 0.004	— —
39	Zelzah Ave/ Nordhoff St	AM PM	0.897 0.875	D D	0.951 0.928	E E	1.013 0.945	F E	1.009 0.952	F E	1.009 0.952	NO NO	1.009 0.952	F E	-0.004 0.007	— —

TABLE 78
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 3: RETAIL/RESIDENTIAL FULL BUILD OUT

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
8	PM	Winnetka Ave/Nordhoff St	0.971	0.987	0.016	E	E
9	PM	Winnetka Ave/parthenia	1.191	1.204	0.013	F	F
10	PM	Winnetka Ave/Roscoe Blvd	0.979	0.989	0.010	E	E
13	PM	Corbin Ave/Devonshire St	0.965	0.978	0.013	E	E
14	PM	Corbin Ave/Lassen St	1.044	1.064	0.020	F	F
15	PM	Corbin Ave/Plummer St	1.185	1.231	0.046	F	F
16	PM	Corbin Ave/Prairie St	0.872	1.028	0.156	D	F
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.185	0.077	F	F
18	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.134	0.042	F	F
19	PM	Corbin Ave/Parthenia St	1.150	1.208	0.058	F	F
20	PM	Corbin Ave/Roscoe Blvd	0.911	0.953	0.042	E	E
30	PM	Tampa Ave/Plummer St	0.980	1.004	0.024	E	F
31	PM	Tampa Ave/Nordhoff St	1.181	1.192	0.011	F	F
36	PM	Reseda Blve/Plummer St	1.291	1.303	0.012	F	F

Figure 41: Future Traffic Volumes AM and PM Peak Hour With Scenario 3: Retail/Residential, Full Build Out (Page 1 of 2)

Figure 41: Future Traffic Volumes AM and PM Peak Hour With Scenario 3: Retail/Residential, Full Build Out (Page 2 of 2)

Future with Scenario 4:Office/Residential Full Build Out

As shown in Column [4] of **Table 79: Summary of Volume to Capacity Ratios and Level of Service AM and PM Peak Hours Scenario 4 Office/Residential, Full Build Out,** application of the City's significant traffic impact thresholds to the future with Scenario 4: Office/Residential Full Build Out would result in a significant impact to 20 study intersections. According to the LADOT impact criteria, Scenario 4: Office/Residential Full Build Out would create significant impacts during peak hours at the intersections identified in **Table 80: Level of Service Summary Before Mitigation Scenario 4 Office/Residential, Full Build Out.**

As indicated in **Table 79: Summary of Volume to Capacity Ratios and Level of Service AM and PM Peak Hours Scenario 4 Office/Residential, Full Build Out**, incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 4: Office/Residential Full Build Out. Traffic volumes in the future as a result of Scenario 4: Office/Residential Full Build Out(existing, ambient growth, related projects, and Scenario 4: Office/Residential Full Build Out) for AM and PM peak hours are shown in **Figure 42: Future Traffic Volumes With Scenario 4: Office/Residential, Full Build Out.**

TABLE 79
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE AM AND PM PEAK HOURS SCENARIO 4 OFFICE/RESIDENTIAL, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig. Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
1	**De Soto Ave/ Plummer St**	**AM**	**1.138**	**F**	**1.206**	**F**	**1.226**	**F**	**1.236**	**F**	**0.010**	**YES**	**1.081**	**F**	**-0.145**	**YES**	**1.080**	**F**	**-0.146**	**—**
		PM	**1.070**	**F**	**1.134**	**F**	**1.170**	**F**	**1.186**	**F**	**0.016**	**YES**	**1.067**	**F**	**-0.103**	**YES**	**1.063**	**F**	**-0.107**	**—**
2	De Soto Ave/ Nordhoff St	AM	1.032	F	1.093	F	1.139	F	1.141	F	0.002	NO	1.025	F	-0.114	—	1.025	F	-0.114	—
		PM	0.910	E	0.964	E	0.990	E	0.996	E	0.006	NO	0.939	E	-0.051	—	0.937	E	-0.053	—
3	De Soto Ave/ Roscoe Blvd	AM	0.825	D	0.874	D	0.886	D	0.889	D	0.003	NO	0.840	D	-0.046	—	0.840	D	-0.046	—
		PM	0.885	D	0.939	E	0.970	E	0.978	E	0.008	NO	0.905	E	-0.065	—	0.904	E	-0.066	—
4	Winnetka Ave/ Devonshire St	AM	0.584	A	0.519	A	0.519	A	0.520	A	0.001	NO	0.517	A	-0.002	—	0.517	A	-0.002	—
		PM	0.856	D	0.807	D	0.828	D	0.830	D	0.002	NO	0.805	D	-0.023	—	0.805	D	-0.023	—
5	Winnetka Ave/ Lassen St	AM	0.778	C	0.825	D	0.844	D	0.851	D	0.007	NO	0.840	D	-0.004	—	0.838	D	-0.006	—
		PM	0.765	C	0.811	D	0.833	D	0.834	D	0.001	NO	0.823	D	-0.010	—	0.823	D	-0.010	—
6	Winnetka Ave/ Plummer St	AM	0.841	D	0.891	D	0.910	E	0.918	E	0.008	NO	0.865	D	-0.045	—	0.863	D	-0.047	—
		PM	0.763	C	0.808	D	0.829	D	0.833	D	0.004	NO	0.807	D	-0.022	—	0.806	D	-0.023	—
7	**Winnetka Ave/ Prairie St**	**AM**	**0.616**	**B**	**0.653**	**B**	**0.755**	**C**	**0.802**	**D**	**0.047**	**YES**	**0.780**	**C**	**0.025**	**YES**	**0.769**	**C**	**0.014**	**—**
		PM	**0.642**	**B**	**0.681**	**B**	**0.739**	**C**	**0.764**	**C**	**0.025**	**NO**	**0.742**	**C**	**0.003**	**—**	**0.736**	**C**	**-0.003**	**—**
8	**Winnetka Ave/ Nordhoff St**	**AM**	**0.998**	**E**	**1.058**	**F**	**1.118**	**F**	**1.131**	**F**	**0.013**	**YES**	**1.084**	**F**	**-0.034**	**YES**	**1.081**	**F**	**-0.037**	**—**
		PM	**0.910**	**E**	**0.965**	**E**	**0.971**	**E**	**0.978**	**E**	**0.007**	**NO**	**0.958**	**E**	**-0.013**	**—**	**0.957**	**E**	**-0.014**	**—**
9	Winnetka Ave/ Parthenia St	AM	1.033	F	1.095	F	1.097	F	1.100	F	0.003	NO	1.082	F	-0.015	—	1.082	F	-0.015	—
		PM	1.118	F	1.185	F	1.191	F	1.197	F	0.006	NO	1.178	F	-0.013	—	1.178	F	-0.013	—
10	**Winnetka Ave/ Roscoe Blvd**	**AM**	**0.989**	**E**	**1.048**	**F**	**1.051**	**F**	**1.055**	**F**	**0.004**	**NO**	**1.037**	**F**	**-0.014**	**—**	**1.036**	**F**	**-0.015**	**—**
		PM	**0.912**	**E**	**0.966**	**E**	**0.979**	**E**	**0.990**	**E**	**0.011**	**YES**	**0.972**	**E**	**-0.007**	**YES**	**0.969**	**E**	**-0.010**	**—**
11	Winnetka Ave/ Victory Blvd	AM	0.887	D	0.914	E	0.914	E	0.916	E	0.002	NO	0.909	E	-0.005	—	0.909	E	-0.005	—
		PM	1.057	F	1.095	F	1.095	F	1.097	F	0.002	NO	1.090	F	-0.005	—	1.089	F	-0.006	—
12	Corbin Ave/ Rinaldi St	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	—	0.693	B	0.000	—
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	—	0.686	B	0.000	—
13	**Corbin Ave/ Devonshire St**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.950**	**E**	**0.021**	**YES**	**0.928**	**E**	**-0.001**	**YES**	**0.924**	**E**	**-0.005**	**—**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.989**	**E**	**0.024**	**YES**	**0.957**	**E**	**-0.008**	**YES**	**0.952**	**E**	**-0.013**	**—**
14	**Corbin Ave/ Lassen St**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.302**	**F**	**0.039**	**YES**	**1.266**	**F**	**0.003**	**YES**	**1.256**	**F**	**-0.007**	**—**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.079**	**F**	**0.035**	**YES**	**1.042**	**F**	**-0.002**	**YES**	**1.034**	**F**	**-0.010**	**—**
15	**Corbin Ave/ Plummer St**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.188**	**F**	**0.069**	**YES**	**1.121**	**F**	**0.002**	**YES**	**1.105**	**F**	**-0.014**	**—**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.247**	**F**	**0.062**	**YES**	**1.092**	**F**	**-0.093**	**YES**	**1.081**	**F**	**-0.104**	**—**
16	**Corbin Ave/ Prairie St**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.806**	**E**	**0.069**	**YES**	**0.756**	**C**	**0.019**	**YES**	**0.733**	**C**	**-0.004**	**—**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**1.022**	**F**	**0.150**	**YES**	**0.829**	**D**	**-0.043**	**YES**	**0.796**	**C**	**-0.076**	**—**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.653**	**B**	**0.025**	**NO**	**0.592**	**A**	**-0.036**	**—**	**0.592**	**A**	**-0.036**	**—**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.199**	**F**	**0.091**	**YES**	**0.935**	**E**	**-0.173**	**YES**	**0.914**	**E**	**-0.194**	**—**
18	**Corbin Ave/ Nordhoff St & Way**	**AM**	**0.923**	**E**	**0.978**	**E**	**1.026**	**F**	**1.064**	**F**	**0.038**	**YES**	**1.005**	**F**	**-0.021**	**YES**	**0.997**	**E**	**-0.029**	**—**
		PM	**0.996**	**E**	**1.056**	**F**	**1.092**	**F**	**1.156**	**F**	**0.064**	**YES**	**1.097**	**F**	**0.005**	**YES**	**1.083**	**F**	**-0.009**	**—**
19	**Corbin Ave/ Parthenia St**	**AM**	**1.070**	**F**	**1.134**	**F**	**1.151**	**F**	**1.214**	**F**	**0.063**	**YES**	**1.157**	**F**	**0.006**	**YES**	**1.142**	**F**	**-0.009**	**—**
		PM	**1.058**	**F**	**1.121**	**F**	**1.150**	**F**	**1.186**	**F**	**0.036**	**YES**	**1.130**	**F**	**-0.020**	**YES**	**1.124**	**F**	**-0.026**	**—**
20	**Corbin Ave/ Roscoe Blvd**	**AM**	**0.877**	**D**	**0.929**	**E**	**0.960**	**E**	**0.990**	**E**	**0.030**	**YES**	**0.953**	**E**	**-0.007**	**YES**	**0.947**	**E**	**-0.013**	**—**
		PM	**0.833**	**D**	**0.883**	**D**	**0.911**	**E**	**0.948**	**E**	**0.037**	**YES**	**0.911**	**E**	**0.000**	**YES**	**0.904**	**E**	**-0.007**	**—**

21	Corbin Ave/ Saticoy St	AM PM	0.953 0.998	E E	1.010 1.058	F F	1.031 1.074	F F	1.034 1.081	F F	0.003 0.007	NO NO	1.004 1.051	F F	-0.027 -0.023	— —	1.003 1.050	F F	-0.028 -0.024	— —
22	**Shirley Ave/ Plummer St**	**AM PM**	**0.467 0.704**	**A C**	**0.495 0.747**	**A C**	**0.499 0.750**	**A C**	**0.518 0.808**	**A D**	**0.019 0.058**	**NO YES**	**0.545 0.790**	**A C**	**0.046 0.040**	**— NO**	**0.541 0.778**	**A C**	**0.042 0.028**	**— YES**
23	Shirley Ave/ Nordhoff St	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.357 0.536	A A	0.059 0.085	NO NO	0.357 0.536	A A	0.059 0.085	— —	0.342 0.519	A A	0.044 0.068	— —
24	Nordhoff St/ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.342 0.629	A B	0.014 0.057	NO NO	0.342 0.629	A B	0.014 0.057	— —	0.340 0.616	A B	0.012 0.044	— —
25	**Tampa Ave/ SR-118 WB Ramps**	**AM PM**	**0.893 0.744**	**D C**	**0.846 0.689**	**D B**	**0.855 0.702**	**D C**	**0.877 0.710**	**D C**	**0.022 0.008**	**YES NO**	**0.870 0.703**	**D C**	**0.015 0.001**	**YES —**	**0.865 0.702**	**D C**	**0.010 0.000**	**— —**
26	Tampa Ave/ SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.844 0.834	D D	0.003 0.013	NO NO	0.844 0.834	D D	0.003 0.013	— —	0.844 0.831	D D	0.003 0.010	— —
27	Tampa Ave/ Chatsworth St	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.701 0.565	C A	0.017 0.012	NO NO	0.694 0.560	B A	0.010 0.007	— —	0.690 0.557	B A	0.006 0.004	— —
28	**Tampa Ave/ Devonshire ST**	**AM PM**	**0.849 0.949**	**D E**	**0.800 0.906**	**D E**	**0.844 0.950**	**D E**	**0.865 0.971**	**D E**	**0.021 0.021**	**YES YES**	**0.847 0.956**	**D E**	**0.003 0.006**	**YES YES**	**0.841 0.951**	**D E**	**-0.003 0.001**	**— —**
29	**Tampa Ave/ Lassen St**	**AM PM**	**0.967 0.948**	**E E**	**1.025 1.005**	**F F**	**1.047 1.027**	**F F**	**1.067 1.048**	**F F**	**0.020 0.021**	**YES YES**	**1.053 1.034**	**F F**	**0.006 0.007**	**YES YES**	**1.048 1.029**	**F F**	**0.001 0.002**	**— —**
30	**Tampa Ave/ Plummer St**	**AM PM**	**0.859 0.915**	**D E**	**0.911 0.970**	**E E**	**0.937 0.980**	**E E**	**0.977 1.002**	**E F**	**0.040 0.022**	**YES YES**	**0.858 0.884**	**D D**	**-0.079 -0.096**	**YES YES**	**0.849 0.879**	**D D**	**-0.088 -0.101**	**— —**
31	**Tampa Ave/ Nordhoff St**	**AM PM**	**0.978 1.093**	**E F**	**1.036 1.158**	**F F**	**1.122 1.181**	**F F**	**1.187 1.212**	**F F**	**0.065 0.031**	**YES YES**	**1.063 1.086**	**F F**	**-0.059 -0.095**	**YES YES**	**1.048 1.079**	**F F**	**-0.074 -0.102**	**— —**
32	**Tampa Ave/ Roscoe Blvd**	**AM PM**	**0.949 0.801**	**E D**	**1.006 0.849**	**F D**	**1.010 0.854**	**F D**	**1.023 0.859**	**F D**	**0.013 0.005**	**YES NO**	**1.006 0.848**	**F D**	**-0.004 -0.006**	**YES —**	**1.003 0.848**	**F D**	**-0.007 -0.006**	**— —**
33	Tampa Ave/ Saticoy St	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.004 0.984	F E	0.002 0.006	NO NO	0.990 0.975	E E	-0.012 -0.003	— —	0.990 0.974	E E	-0.012 -0.004	— —
34	Wilbur Ave/ Plummer St	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.718 0.601	C B	0.018 0.011	NO NO	0.718 0.601	C B	0.018 0.011	— —	0.714 0.599	C A	0.014 0.009	— —
35	Wilbur Ave/ Nordhoff St	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.675 0.633	B B	0.016 0.015	NO NO	0.675 0.633	B B	0.016 0.015	— —	0.672 0.630	B B	0.013 0.012	— —
36	**Reseda Blvd/ Plummer St**	**AM PM**	**0.699 1.195**	**B F**	**0.741 1.266**	**C F**	**0.739 1.291**	**C F**	**0.746 1.303**	**C F**	**0.007 0.012**	**NO YES**	**0.746 1.303**	**C F**	**0.007 0.012**	**— NO**	**0.745 1.300**	**C F**	**0.006 0.009**	**— YES**
37	Reseda Blvd/ Nordhoff St	AM PM	0.820 0.966	D E	0.869 1.024	D F	0.898 1.035	D F	0.906 1.039	E F	0.008 0.004	NO NO	0.906 1.039	E F	0.008 0.004	— —	0.904 1.038	E F	0.006 0.003	— —
38	Reseda Blvd/ Victory Blvd	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.029 0.941	F E	0.001 0.001	NO NO	1.029 0.941	F E	0.001 0.001	— —	1.029 0.941	F E	0.001 0.001	— —
39	Zelzah Ave/ Nordhoff St	AM PM	0.897 0.875	D D	0.951 0.928	E E	1.013 0.945	F E	1.021 0.948	F E	0.008 0.003	NO NO	1.021 0.948	F E	0.008 0.003	— —	1.019 0.947	F E	0.006 0.002	— —

TABLE 80
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 4: OFFICE/RESIDENTIAL FULL BUILD-OUT

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
1	AM	De Soto Ave.Plummer St	1.226	1.236	.010	F	F
	PM	De Soto Ave.Plummer St	1.170	1.186	.016	F	F
7	AM	Winnetka Ave/Prairie St	0.755	0.802	.047	C	D
8	AM	Winnetka Ave/Nordhoff St	1.118	1.131	.013	F	F
10	PM	Winnetka Ave/Roscoe Blvd	0.979	0.990	0.011	E	E
13	AM	Corbin Ave/Devonshire St	.929	.950	.021	E	E
	PM	Corbin Ave/Devonshire St	.965	.989	.024	E	E
14	AM	Corbin Ave/lassen St	1.263	1.302	.039	F	F
	PM	Corbin Ave/lassen St	1.044	1.079	.035	F	F
15	AM	Corbin Ave/Plummer St	1.119	1.188	.069	F	F
	PM	Corbin Ave/Plummer St	1.185	1.247	.062	F	F
16	AM	Corbin Ave/Prairie St	0.737	0.806	.069	C	D
	PM	Corbin Ave/Prairie St	0.872	1.022	.150	D	F
17	PM	Corbin Ave/Norhoff Pl/Nordhoff ST	1.108	1.199	.091	F	F
18	AM	Corbin Ave/Nordhoff St/Nordhoff Way	1.026	1.064	.038	F	F
	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.156	.064	F	F
19	AM	Corbin Ave/Parthenia St	1.151	1.214	.063	F	F
	PM	Corbin Ave/Parthenia St	1.150	1.186	.036	F	F
20	AM	Corbin Ave/Roscoe Blvd	0.960	0.990	.030	E	E
	PM	Corbin Ave/Roscoe Blvd	0.911	0.948	.037	E	E
22	PM	Shirley Ave/Plummer St	0.750	0.808	.058	C	D
25	AM	Tampa Ave/SR-118 WB Ramps	.855	.877	.022	D	D
28	AM	Tampa Ave/Devonshire St	.844	.865	.021	D	D
	PM	Tampa Ave/Devonshire St	.950	.971	.021	E	E
29	AM	Tampa Ave/Lassen St	1.047	1.067	.020	F	F
	PM	Tampa Ave/Lassen St	1.027	1.048	.021	F	F
30	AM	Tampa Ave/Plummer St	0.937	0.977	.040	E	E
	PM	Tampa Ave/Plummer St	0.980	1.002	.022	E	F
31	AM	Tampa Ave/Nordhoff ST	1.122	1.187	.065	F	F
	PM	Tampa Ave/Nordhoff ST	1.181	1.212	.031	F	F
32	AM	Tampa Ave/Roscoe Blvd	1.010	1.023	.013	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.303	.012	F	F

Figure 42: Future Traffic Volumes AM and PM Peak Hour With Scenario 4: Office/Residential, Full Build Out (Page 1 of 2)

Figure 42: Future Traffic Volumes AM and PM Peak Hour With Scenario 4: Office/Residential, Full Build Out (Page 2 of 2)

TRIP EQUIVALENCY PROGRAM

An equivalency program helps define a specific framework within which certain land uses can be exchanged for other land uses without increasing environmental impacts. As part of this environmental document, a total of eight development scenarios with different mixes of office, retail, and condominium land uses were analyzed. With the equivalency program, the Project Site and Add Area may ultimately be developed with a revised range of land use mixes. Within a limited scope, there may be increases in square footages of certain land uses in exchange for corresponding decreases in the square footages of other land uses. The equivalency program is designed to ensure that although the final land uses and mixes may be different from the original assumptions (i.e., the eight development scenarios), the maximum thresholds of environmental impacts that are addressed and mitigated by this or any subsequent environmental documents, are not exceeded.

In order to implement the equivalency program, a set of equivalency factors have been developed. The equivalency factor for each land use is derived based on the total PM peak hour trip generation. It should be noted that this approach accounts for the total number of trips during the PM peak hour and does not account for the specific characteristics of those trips (i.e., whether the trips are inbound or outbound). Equivalency factors have been established for both office and retail floor areas. The equivalency factors for the proposed land uses are presented in **Table 81: Trip Equivalency** below:

TABLE 81
TRIP EQUIVALENCY

Converted Land Use	Converted Floor Area	Equivalent Office Floor Area	Equivalent Retail Floor Area
Medical Office	100,000 sf	302,000 sf	111,000 sf
Hotel	100 rooms	50,000 sf	18,000 sf
New Car Dealership	100,000 sf	231,000 sf	85,000 sf
Condominiums	100 du	45,000 sf	16,000 sf

CONGESTION MANAGEMENT PLAN TRAFFIC IMPACT ASSESSMENT

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

As required by the 2002 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated

monitoring locations on the CMP highway system.[90] A summary of the CMP traffic impact assessment is provided in **Table 82: Congestion Management Plan Traffic Impact Analysis**.

Intersections

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak periods. The following CMP intersection monitoring locations have been identified within the project vicinity:

CMP Station	Intersection
64	Topanga Canyon Boulevard and Devonshire Street
65	Topanga Canyon Boulevard and Roscoe Boulevard
80	Victory Boulevard and Reseda Boulevard
82	Victory Boulevard and Winnetka Avenue

The proposed Project will not add 50 or more trips during the AM or PM peak hours at the CMP monitoring intersections, which is the threshold for preparing a traffic impact assessment stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations which are part of the CMP highway system is required.

Freeways

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. The following CMP freeway monitoring locations have been identified within the project vicinity:

CMP Station	Location
1051	SR-118 Freeway at the Los Angeles/Ventura County line
1052	SR-118 Freeway east of Woodley Avenue

[90] The analysis has been prepared in accordance with procedures outlined in the *2002 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, June, 2002.

TABLE 82
CONGESTION MANAGEMENT PLAN TRAFFIC IMPACT ANALYSIS

CMP Station	Location	Peak Hour	Forecasted Trips Project Site Only				Forecasted Trips Full Build Out				CMP Traffic Impact Assessment Threshold	CMP Traffic Impact Assessment Required
			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 2	Scenario 3	Scenario 4		
64	Topanga Canyon Blvd/ Devonshire St	AM PM	-1 8	8 8	0 8	6 7	-2 10	11 12	-1 9	9 10	50 50	NO NO
65	Topanga Canyon Blvd/ Roscoe Blvd	AM PM	-2 16	15 16	0 8	13 14	-4 20	22 25	-2 18	18 20	50 50	NO NO
80	Victory Blvd/ Reseda Blvd	AM PM	-2 16	15 16	0 8	13 14	-4 20	22 25	-2 18	18 20	50 50	NO NO
82	Victory Blvd/ Winnetka Ave	AM PM	-2 16	15 16	0 8	13 14	-4 20	22 25	-2 18	18 20	50 50	NO NO
1051	EB SR-118 at LA/Ventura County Line	AM PM	-8 31	40 10	-9 31	29 13	-14 39	59 13	-15 38	42 16	150 150	NO NO
1051	WB SR-118 at LA/ Ventura County Line	AM PM	3 18	5 39	8 14	9 28	3 21	7 62	9 16	11 43	150 150	NO NO
1052	EB SR-118 EO Woodley Ave	AM PM	3 15	4 32	6 12	7 24	3 17	6 51	7 13	9 36	150 150	NO NO
1052	WB SR-118 EO Woodley Ave	AM PM	-7 26	33 9	-7 26	24 11	-12 33	49 11	-13 32	35 13	150 150	NO NO

The proposed Project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours at CMP mainline freeway monitoring locations, which is the threshold for preparing a traffic impact assessment stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations is required.

MITIGATION MEASURES

As identified in **Tables 92** through **99: Level of Service Summary After Mitigation**, development of the Project Site Only and Full Build Out projects would result in significant transportation impacts at a maximum of 24 of the 39 study intersections. However, due to differing levels of development between potential development scenarios, differing traffic distribution between potential development scenarios, and the level of development at the time of implementation of a specific mitigation measure, the need for a specific improvement may differ. However, the identified improvement at each intersection will not be different from one development scenario to another. The following mitigation measures apply to Residential, Office, and Commercial/Retail.

The following provides an overview of potential mitigation measures which would reduce identified traffic impacts resulting from development scenarios to a less than significant level.

65. Mason Avenue Extension Project

The mitigation consists of providing a fair-share contribution to LADOT for the design and construction of the Mason Avenue Extension project. Mason Avenue is a non-contiguous north-south secondary highway in the project vicinity located between De Soto Avenue and Winnetka Avenue. Currently, Mason Avenue extends from Victory Boulevard to the south to the Porter Ranch Project area north of the SR-118 Freeway, however, it does not provide access across the Union Pacific Railroad tracks located between Prairie Street and Nordhoff Street. Due to the discontinuous nature of Mason Avenue, regional through traffic that would otherwise travel on Mason Avenue must instead use alternative parallel north-south roadways such as De Soto Avenue, Winnetka Avenue, Corbin Avenue, and Tampa Avenue.

The Mason Avenue Extension project includes the design and construction of an at-grade crossing of Mason Avenue at the existing railroad tracks. When the Mason Avenue Extension project is complete, it is anticipated that traffic from other major north-south roadways (i.e. De Soto Avenue, Winnetka Avenue, Corbin Avenue, and Tampa Avenue) will shift to Mason Avenue such that the regional through traffic will become better balanced among these thoroughfares. Therefore, the mitigation measures identified for the Project Site Only project includes a redistribution of traffic from the parallel north-south roadways to Mason Avenue in conjunction with the construction of the at-grade crossing on Mason Avenue south of Prairie Street.

The City of Los Angeles prepared a Mitigated Negative Declaration (MND) and Initial Study, which included a transportation component, for the Mason Avenue Extension (at-grade crossing) project. The Mason Avenue Extension project has been approved by the City of Los Angeles for installation. The MND prepared for the extension project concluded that there would be no significant transportation impacts due to the Mason Avenue Extension project or due to the regional shift of traffic associated with it.

It is anticipated that construction of the at-grade crossing on Mason Avenue south of Prairie Street will result in a shift of regional through traffic onto Mason Avenue (which is currently relatively underutilized) from other parallel north-south thoroughfares such as De Soto Avenue, Winnetka Avenue, Corbin Avenue and Tampa Avenue. To determine the likely changes in regional through traffic on Mason Avenue, as well as on the parallel north-south thoroughfares, manual turning movement counts were conducted during the morning (7:00 - 10:00AM) and afternoon (3:00 - 6:00PM) peak commuter periods at Mason Avenue intersections north and south of the Union Pacific railroad tracks (i.e., Mason Avenue/Devonshire Street, Mason Avenue/Plummer Street, Mason Avenue/Lassen Street, Mason Avenue/Nordhoff Street, and Mason Avenue/Parthenia Street). The peak hour traffic volumes north and south of the Union Pacific railroad tracks (i.e., north of Plummer Street and south of Nordhoff Street) along Mason Avenue were reviewed and compared to the peak hour traffic volumes along De Soto Avenue, Winnetka Avenue, Corbin Avenue, and Tampa Avenue.

The current Mason Avenue traffic volumes north of Plummer Street and south of Nordhoff Street are significantly lower than other north-south corridors in the vicinity (i.e., De Soto Avenue, Winnetka Avenue, Corbin Avenue and Tampa Avenue). The prepared MND and Initial Study prepared by the City of Los Angeles for the Mason Avenue Extension (at-grade crossing) project expects that with the Mason Avenue Extension project, some regional traffic volumes along the major north-south corridors will shift to Mason Avenue and achieve a more balanced traffic flow. Based on a review of traffic volumes along the major north-south corridors, as well as their proximity to Mason Avenue, the traffic volume shifts to Mason Avenue were forecast.

The shifts in regional traffic anticipated with the Mason Avenue Extension project have been applied at the study intersections to the traffic analysis condition with implementation of project mitigation measures. The shifts were applied to both AM and PM peak hours at all study intersections along the affected corridors. The forecast future with project mitigation AM and PM traffic volumes at the study intersections for both the Project Site Only and Full Build Out project development scenarios.

Based on discussions with senior management at LADOT, it has been determined that this project's contribution to the Mason Avenue Extension Project shall not exceed $500,000.000. Payment of the project's fair share contribution shall be either in cash or by the posting of a letter of credit and shall be due prior to the issuance of the first building permit for new development at the Project Site.

Secondary Impacts on Mason Avenue

Pursuant to the direction of LADOT, a review of intersections along Mason Avenue with implementation of the Mason Avenue Extension project was required. This analysis was intended to identify secondary, project-related impacts, to intersections along Mason Avenue. Primary impacts are considered those resulting from the regional redistribution of traffic after the completion of the Mason Avenue Extension construction. Primary impacts to transportation were determined to be less than significant by the MND prepared by the Bureau of Engineering and approved by the City Council on December 18, 2001 (CF 01-2602). Secondary impacts are considered those specific to the Project Site Only project, assuming prior completion of the Mason Avenue Extension project. In order to determine the secondary impacts on Mason Avenue associated with the Project Site Only project, intersections operations in the With Project conditions were compared to intersection operations in the Without Project condition, including the regional traffic volume shifts associated with completion of the Mason Avenue Extension project.

The following five intersections along Mason Avenue were selected for analysis:

- Mason Avenue and Devonshire Street
- Mason Avenue and Lassen Street
- Mason Avenue and Plummer Street
- Mason Avenue and Nordhoff Street
- Mason Avenue and Parthenia Street

Summaries for the Project Site Only project v/c ratios and LOS values for the Mason Avenue study intersection during the AM and PM peak hours are shown in **Tables 83 through 86: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Project Site Only**. Summaries of the Full Build Out project v/c ratios and LOS values for the Mason Avenue study intersections during the AM and PM peak hours are shown in **Tables 87 through 90: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Full Build Out**.

The LOS at all of the study intersections along Mason Avenue are incrementally increased by the addition of traffic associated with the traffic shifts due to the Mason Avenue Extension project. As presented in Column [3] of **Tables 83 through 86: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Project Site Only**, and Column [3] **Table 87 through 90: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Full Build Out**, two of the five study intersections are expected to operate at LOS D or better during the AM and/or PM peak hours with the addition of traffic due to the Mason Avenue Extension. The

following three study intersections are anticipated to operate at LOS E or F with the addition of traffic associated with the Mason Avenue Extension project during the peak hours. These intersections include:

- No. 40: Mason Avenue and Devonshire Street
- No. 41: Mason Avenue and Lassen Street
- No. 43: Mason Avenue and Nordhoff Street

As shown in Column [4] of **Tables 83 through 86: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Project Site Only**, and Column [4] **Table 87 through 90: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Full Build Out**, application of the City's thresholds of significance to the With Project condition indicates that development of the Project Site Only project and the Full Build Out project do not result in significant secondary impacts to study intersections along Mason Avenue. Therefore, no additional improvement measures along Mason Avenue are required or recommended.

TABLE 83
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 1 RETAIL, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1]		[2]		[3][1]		[4]				[5]			
			2002 Existing		2005 w/ Ambient Growth		2005 w/ Related Projects		2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.023	F	-0.001	NO	1.023	F	-0.001	---
		PM	0.740	C	0.769	C	0.935	E	0.937	E	0.002	NO	0.937	E	0.002	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.959	E	-0.001	NO	0.959	E	-0.001	---
		PM	0.692	B	0.720	C	0.871	D	0.874	D	0.003	NO	0.874	D	0.003	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.815	D	0.002	NO	0.815	D	0.002	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.118	F	0.001	NO	1.118	F	0.001	---
		PM	0.653	B	0.693	B	0.879	D	0.884	D	0.005	NO	0.884	D	0.005	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.846	D	0.000	NO	0.846	D	0.000	---
		PM	0.693	B	0.720	C	0.884	D	0.887	D	0.003	NO	0.887	D	0.003	---

[1] Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 84
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM/PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 2 OFFICE, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w. Ambient Growth		[3][1] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.028	F	0.004	NO	1.028	F	0.004	---	1.027	F	0.003	---
		PM	0.740	C	0.769	C	0.935	E	0.939	E	0.004	NO	0.939	E	0.004	---	0.938	E	0.003	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.965	E	0.005	NO	0.965	E	0.005	---	0.964	E	0.004	---
		PM	0.692	B	0.720	C	0.871	D	0.872	D	0.001	NO	0.872	D	0.001	---	0.872	D	0.001	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.818	D	0.005	NO	0.818	D	0.005	---	0.817	D	0.004	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.118	F	0.001	NO	1.118	F	0.001	---	1.118	F	0.001	---
		PM	0.653	B	0.693	B	0.879	D	0.880	D	0.001	NO	0.880	D	0.001	---	0.880	D	0.001	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.848	D	0.002	NO	0.848	D	0.002	---	0.847	D	0.001	---
		PM	0.693	B	0.720	C	0.884	D	0.885	D	0.001	NO	0.885	D	0.001	---	0.884	D	0.000	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 85
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 3 RETAIL/RESIDENTIAL, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1]		[2]		[3][1]		[4]				[5]			
			2002 Existing		2005 w/ Ambient Growth		2005 w/ Related Projects		2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.023	F	-0.001	NO	1.023	F	-0.001	---
		PM	0.740	C	0.769	C	0.935	E	0.937	E	0.002	NO	0.937	E	0.002	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.959	E	-0.001	NO	0.959	E	-0.001	---
		PM	0.692	B	0.720	C	0.871	D	0.874	D	0.003	NO	0.874	D	0.003	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.815	D	0.002	NO	0.815	D	0.002	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.119	F	0.002	NO	1.119	F	0.002	---
		PM	0.653	B	0.693	B	0.879	D	0.884	D	0.005	NO	0.884	D	0.005	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.847	D	0.001	NO	0.847	D	0.001	---
		PM	0.693	B	0.720	C	0.884	D	0.887	D	0.003	NO	0.887	D	0.003	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 86
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 4 OFFICE/RESIDENTIAL, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w. Ambient Growth		[3][1] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/C	LOS	v/c	LOS	v/c	LOS	v/C	LOS			v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.027	F	0.003	NO	1.027	F	0.003	---	1.027	F	0.003	---
		PM	0.740	C	0.769	C	0.935	E	0.938	E	0.003	NO	0.938	E	0.003	---	0.937	E	0.002	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.964	E	0.004	NO	0.964	E	0.004	---	0.963	E	0.003	---
		PM	0.692	B	0.720	C	0.871	D	0.872	D	0.001	NO	0.872	D	0.001	---	0.872	D	0.001	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.816	D	0.003	NO	0.816	D	0.003	---	0.816	D	0.003	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.119	F	0.002	NO	1.119	F	0.002	---	1.119	F	0.002	---
		PM	0.653	B	0.693	B	0.879	D	0.881	D	0.002	NO	0.881	D	0.002	---	0.881	D	0.002	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.847	D	0.001	NO	0.847	D	0.001	---	0.847	D	0.001	---
		PM	0.693	B	0.720	C	0.884	D	0.885	D	0.001	NO	0.885	D	0.001	---	0.885	D	0.001	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 87
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 1 RETAIL, FULL BUILD OUT

No	Intersection	Peak Hour	[1]		[2]		[3][1]		[4]				[5]			
			2002 Existing		2005 w/ Ambient Growth		2005 w/ Related Projects		2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.022	F	-0.002	NO	1.022	F	-0.002	---
		PM	0.740	C	0.769	C	0.935	E	0.937	E	0.002	NO	0.937	E	0.002	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.959	E	-0.001	NO	0.959	E	-0.001	---
		PM	0.692	B	0.720	C	0.871	D	0.875	D	0.004	NO	0.875	D	0.004	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.816	D	0.003	NO	0.816	D	0.003	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.118	F	0.001	NO	1.118	F	0.001	---
		PM	0.653	B	0.693	B	0.879	D	0.886	D	0.007	NO	0.886	D	0.007	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.846	D	0.000	NO	0.846	D	0.000	---
		PM	0.693	B	0.720	C	0.884	D	0.888	D	0.004	NO	0.888	D	0.004	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 88
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 2 OFFICE, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w. Ambient Growth		[3][1] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.031	F	0.007	NO	1.031	F	0.007	---	1.029	F	0.005	---
		PM	0.740	C	0.769	C	0.935	E	0.942	E	0.007	NO	0.942	E	0.007	---	0.941	E	0.006	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.967	E	0.007	NO	0.967	E	0.007	---	0.965	E	0.005	---
		PM	0.692	B	0.720	C	0.871	D	0.872	D	0.001	NO	0.872	D	0.001	---	0.872	D	0.001	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.820	D	0.007	NO	0.820	D	0.007	---	0.819	D	0.006	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.119	F	0.002	NO	1.119	F	0.002	---	1.118	F	0.001	---
		PM	0.653	B	0.693	B	0.879	D	0.881	D	0.002	NO	0.881	D	0.002	---	0.881	D	0.002	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.851	D	0.005	NO	0.851	D	0.005	---	0.849	D	0.003	---
		PM	0.693	B	0.720	C	0.884	D	0.885	D	0.001	NO	0.885	D	0.001	---	0.885	D	0.001	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 89
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 3 RETAIL/RESIDENTIAL, FULL BUILD OUT

No	Intersection	Peak Hour	[1]		[2]		[3][1]		[4]				[5]			
			2002 Existing		2005 w/ Ambient Growth		2005 w/ Related Projects		2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.022	F	-0.002	NO	1.022	F	-0.002	---
		PM	0.740	C	0.769	C	0.935	E	0.937	E	0.002	NO	0.937	E	0.002	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.959	E	-0.001	NO	0.959	E	-0.001	---
		PM	0.692	B	0.720	C	0.871	D	0.875	D	0.004	NO	0.875	D	0.004	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.815	D	0.002	NO	0.815	D	0.002	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.119	F	0.002	NO	1.119	F	0.002	---
		PM	0.653	B	0.693	B	0.879	D	0.886	D	0.007	NO	0.886	D	0.007	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.847	D	0.001	NO	0.847	D	0.001	---
		PM	0.693	B	0.720	C	0.884	D	0.888	D	0.004	NO	0.888	D	0.004	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 90
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 4 OFFICE/RESIDENTIAL, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w. Ambient Growth		[3][1] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.029	F	0.005	NO	1.029	F	0.005	---	1.027	F	0.003	---
		PM	0.740	C	0.769	C	0.935	E	0.940	E	0.005	NO	0.940	E	0.005	---	0.939	E	0.004	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.965	E	0.005	NO	0.965	E	0.005	---	0.964	E	0.004	---
		PM	0.692	B	0.720	C	0.871	D	0.873	D	0.002	NO	0.873	D	0.002	---	0.872	D	0.001	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.678	B	0.002	NO	0.678	B	0.002	---	0.678	B	0.002	---
		PM	0.570	A	0.605	B	0.813	D	0.818	D	0.005	NO	0.818	D	0.005	---	0.817	D	0.004	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.120	F	0.003	NO	1.120	F	0.003	---	1.119	F	0.002	---
		PM	0.653	B	0.693	B	0.879	D	0.881	D	0.002	NO	0.881	D	0.002	---	0.881	D	0.002	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.849	D	0.003	NO	0.849	D	0.003	---	0.848	D	0.002	---
		PM	0.693	B	0.720	C	0.884	D	0.885	D	0.001	NO	0.885	D	0.001	---	0.885	D	0.001	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

66. Physical Improvement Measures

Several physical improvement measures are available to mitigate transportation impacts expected from construction and occupancy of the proposed Project. It is envisioned that the physical improvement measures will be appropriately timed such that traffic impacts will not exceed the City's thresholds of significance at the study intersections. Implementation of the physical improvements will depend on the amount of square footage to be constructed in each phase of development. It is envisioned that prior to the issuance of a building permit, the "triggered" improvements must be guaranteed and moreover, prior to occupancy, the improvements must be completed. The point in development at which the physical improvements become necessary for each of the Project Site Only and Full Build Out project scenarios is summarized in **Table 91: Traffic Mitigation Requirements**. A summary of physical improvement measures is provided in the following paragraphs.

Intersections 15, 16, and 17: Corbin Ave between Nordhoff St/Pl and Plummer Street

Mitigation for Corbin Avenue between Nordhoff Street/Nordhoff Place and Plummer Street includes the following.

- Dedicate up to two feet on Corbin Avenue along the Project Site frontage (i.e., from Prairie Street to Nordhoff Street) to provide a minimum 45-foot half right-of-way in compliance with the City's standard for secondary highways.

- Widen curb on the east side of Corbin Avenue between Nordhoff Street/Nordhoff Place and Prairie Street by three feet along the Project Site frontage. The three foot widening will yield a 40-foot half roadway on the flare section of Corbin Avenue north of Nordhoff Street, and a 35-foot half roadway northerly thereof, in compliance with the City's standard for Secondary Highways.

- Modify striping on the northbound Corbin Avenue approach to the Nordhoff Street/Nordhoff Place intersection to provide one left-turn lane, two through lanes, and one optional through/right-turn lane.

- Modify striping on Corbin Avenue between Nordhoff Street/Nordhoff Place and Plummer Street to provide three northbound through lanes and two southbound through lanes, plus a center lane designated for left turns. At the Plummer Street intersection, the northbound Corbin Avenue curb lane will be designated as a right-turn lane, thereby providing one left-turn lane, two through lanes, and one right-turn lane on the northbound Corbin Avenue approach to the Plummer Street intersection. It should be noted that the third northbound through lane on Corbin Avenue between Prairie Street and Plummer Street can be accommodated within the existing curb-to-curb roadway width.

TABLE 91
TRAFFIC MITIGATION REQUIREMENTS

Mitigation Measure	Project Site Only Scenarios				Full Build Out Scenarios			
	1	2	3	4	1	2	3	4
Mason Ave Extension	x	x	x	x	x	x	x	x
Physical Improvements Corbin Ave from Nordhoff St / Pl to Plummer St	x 150,000 sf Retail (821 trips)	x 720,000 sf Office (887 trips)	x 105,000 sf Retail (648 trips)	x 610,000 sf Office (763 trips)	x 195,000 sf Retail (975 trips)	x 940,000 sf Office (1,133 trips)	x 130,000 sf Retail (746 trips)	x 805,000 sf Office (982 trips)
Transportation Demand Management		x		x		x		x
ATSAC/ATCS Shirley Ave/Plummer St		x 775,000 sf Office (948 trips)			x 510,000 sf Retail (1,840 trips)	x 1,140,000 sf Office (1,358 trips)		x 1,025,000 sf Office (1,229 trips)
Reseda Blvd/Plummer St	x 295,000 sf Retail (1,282 trips)		x 235,000 sf Retail (1,104 trips)		x 400,000 sf Retail (1,567 trips)	x 1,260,000 sf Office (1,492 trips)	x 320,000 sf Retail (1,353 trips)	
Tampa Ave/Plummer St						x 1,165,000 sf Office (1,385 trips)		x 1,050,000 sf Office (1,257 trips)
Tampa Ave/Nordhoff St		x 715,000 sf Office (881 trips)		x 660,000 sf Office (819 trips)		x 930,000 sf Office (1,122 trips)		x 855,000 sf Office (1,037 trips)

XXX,000 sf = Level of office or retail development that triggers physical improvement for traffic mitigation. The development "trigger" includes build out of the Homeplace Retirement Community, as well as the condominium components of Scenarios 3 & 4.

66. Transportation Demand Management Measures

The Project shall comply with Ordinance No. 168,700 which requires the implementation of a Transportation Demand Management (TDM) plan for new development in excess of 25,000 square feet. The TDM plan will include actions to encourage the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling**,** and changes in work schedule to move trips out of the peak travel periods or eliminate them altogether. The TDM plan applies only to the office land use component. The TDM plan will apply to employees only and would not apply to residents, patrons, or visitors to the Project Site. It is conservatively estimated that a TDM plan will reduce Project-related office trips by 15 percent as compared to unmanaged development at the Project Site and Add Area.

Prior to the issuance of any building, grading, or foundation permit for an office project, the applicant shall submit a preliminary TDM plan to LADOT for review. LADOT shall review and approve the preliminary TDM plan. The preliminary TDM plan should identify measures of effectiveness, building/site design elements that facilitate employee vehicle trip reduction efforts, specific measures to be performed to provide ridesharing services, financial/non-financial trip reduction incentives, methods to encourage cooperation of tenants with TDM measures, and mechanisms for penalty assessment due to non-compliance with the TDM plan.

Prior to the issuance of any temporary or permanent certificate of occupancy for an office-related project, a final TDM plan shall be submitted for review and approval by LADOT. An annual status report regarding the TDM program shall be submitted by the building owner to LADOT beginning one year after the issuance of the project's first certificate of occupancy. The building owner can discontinue the preparation and submittal of the annual status reports after submitting five consecutive reports demonstrating compliance with the TDM program. The TDM plan shall include documentation that the 15% trip reduction credit, proposed as a mitigation measure for the office component, is fully realized and maintained for five consecutive years.

No building permit, change of use permit, conditional use permit or certificate of occupancy shall be issued for any development that has not complied with the requirements of the TDM mitigation. Non-compliance with the TDM plan may include any of the following, pursuant to a written determination letter by the LADOT General Manager: failure to submit a TDM plan in conformance with the requirements; failure to implement an approved TDM plan; or failure to address modifications recommended to a preliminary TDM plan after consultation. Failure to submit a required annual status report within 30 calendar days of the anniversary date of the issuance of a certificate of occupancy shall constitute non-compliance with the TDM requirements. When written notification of failure to meet the TDM's plan is received from LADOT, the building owner shall submit a revised TDM plan to LADOT for review and approval. The revised TDM plan shall incorporate measures necessary for the property owner to comply with goals by the next TDM annual status report period or a date agreed upon by the property owner and LADOT.

67. ATSAC/ATCS Measures

ATSAC/ATCS improvement measures are available to mitigate significant transportation impacts expected at intersections from the construction and occupancy of the proposed Project. As with the physical improvement measures described above, it is envisioned that the ATSAC/ATCS improvement measures will be approximately timed such that traffic impacts will not exceed the City's thresholds of significance at study intersections. Implementation of the traffic signal improvements will depend on the amount of square footage constructed in each phase of development. It is envisioned that prior to the issuance of a building permit for a specific phase of development, the "triggered" improvements must be guaranteed and, moreover, prior to occupancy of each phase of development, the improvements must be completed.

ATSAC/ATCS mitigation consists of funding the installation of LADOT's Automated Traffic Surveillance and Control System (ATSAC)/Adaptive Traffic Control System (ATCS) at the impacted intersection. ATSAC/ATCS is a computerized traffic signal synchronization system that devotes more green time to those traffic movements with heavy volumes, thus increasing the capacity of the intersection. Furthermore, ATSAC/ATCS provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to centrally implement

special purpose short-term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. LADOT estimates that the ATSAC system reduces the critical v/c ratios by seven percent (0.07) at intersections where such equipment is installed and the ATCS system upgrade further reduces the critical v/c rations by three percent (0.03).

ATSAC/ATCS is proposed to mitigate significant traffic impacts at the following intersections:

- Shirley Avenue and Plummer Street
- Reseda Boulevard and Plummer Street
- Tampa Avenue and Plummer Street
- Tampa Avenue and Nordhoff Street

LEVEL OF IMPACT AFTER MITIGATION (INCLUDING CUMULATIVE IMPACTS)

Effectiveness of the mitigation measures was assessed through intersection capacity analysis, which assumes implementation of the above mitigation measures. Implementation of the traffic mitigation measures is expected to reduce traffic impacts to less than significant levels at the affected study intersections. **Tables 92 through 99: Level of Service Summary After Mitigation** summarize the effects of the traffic mitigation measures. The following provides an overview of the effects of the traffic mitigation measures for each development scenario.

Scenario 1: Retail Project Site Only

According to LADOT thresholds of significance, Scenario 1: Retail Project Site Only would result in a significant transportation impact at 13 of the 39 study intersections. As shown in **Table 92: Level of Service Summary After Mitigation Scenario 1 Retail, Project Site Only**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impacts created by this Scenario at the following intersections.

- Intersection 8: Winnetka Ave and Nordhoff Street
- Intersection 9: Winnetka Ave and Parthenia St
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd

TABLE 92
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 1 RETAIL, PROJECT SITE ONLY

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 1 v/c	Significant Impact	2005 w/ Project Mitigation v/c	Change v/c	Mitigated
1	De Soto Ave./ Plummer St.	AM PM	1.226 1.170	1.226 1.179	NO NO	1.072 1.060	-0.154 -0.110	--- ---
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.140 0.994	NO NO	1.023 0.937	-0.116 -0.053	--- ---
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.887 0.978	NO NO	0.839 0.905	-0.047 -0.065	--- ---
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.519 0.832	NO NO	0.516 0.807	-0.003 -0.021	--- ---
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.843 0.836	NO NO	0.832 0.825	-0.012 -0.008	--- ---
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.909 0.833	NO NO	0.855 0.807	-0.055 -0.022	--- ---
7	Winnetka Ave./ Prairie St.	AM PM	0.755 0.739	0.748 0.758	NO NO	0.726 0.736	-0.029 -0.003	--- ---
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.117 0.984**	**NO YES**	**1.071 0.964**	**-0.047 -0.007**	**--- YES**
9	**Winnetka Ave./ Parthenia St.**	**AM PM**	**1.097 1.191**	**1.098 1.202**	**NO YES**	**1.079 1.183**	**-0.018 -0.008**	**--- YES**
10	Winnetka Ave./ Roscoe Blvd.	AM PM	1.051 0.979	1.052 0.988	NO NO	1.034 0.970	-0.017 -0.009	--- ---
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.098	NO NO	0.908 1.091	-0.006 -0.004	--- ---
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.000 0.000	--- —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.927 0.978**	**NO YES**	**0.906 0.947**	**-0.023 -0.018**	**--- YES**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.255 1.064**	**NO YES**	**1.218 1.027**	**-0.045 -0.017**	**--- YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.106 1.228**	**NO YES**	**1.040 1.080**	**-0.079 -0.105**	**--- YES**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.750 1.012**	**NO YES**	**0.700 0.786**	**-0.037 -0.086**	**--- YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.626 1.182**	**NO YES**	**0.589 0.929**	**-0.039 -0.179**	**--- YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.025 1.133**	**NO YES**	**0.965 1.074**	**-0.061 -0.018**	**--- YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.141 1.199**	**NO YES**	**1.085 1.143**	**-0.066 -0.007**	**--- YES**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.957 0.947**	**NO YES**	**0.921 0.910**	**-0.039 -0.001**	**--- YES**
21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.032 1.081	NO NO	1.002 1.051	-0.029 -0.023	--- ---

22	Shirley Ave./ Plummer St.	AM PM	0.499 0.750	0.497 0.785	NO NO	0.497 0.785	-0.002 0.035	--- ---
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.290 0.544	NO NO	0.290 0.544	-0.008 0.093	--- ---
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.332 0.596	NO NO	0.332 0.596	0.004 0.024	--- ---
25	Tampa Ave./SR-118 WB Ramps	AM PM	0.855 0.702	0.851 0.718	NO NO	0.844 0.711	-0.011 0.009	--- ---
26	Tampa Ave./SR-118 EB Ramps	AM PM	0.841 0.821	0.842 0.826	NO NO	0.842 0.826	0.001 0.005	--- ---
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.681 0.558	NO NO	0.674 0.553	-0.010 0.000	--- ---
28	Tampa Ave./ Devonshire St.	AM PM	0.844 0.950	0.840 0.959	NO NO	0.821 0.944	-0.023 -0.006	--- ---
29	Tampa Ave./ Lassen St.	AM PM	1.047 1.027	1.043 1.036	NO NO	1.028 1.022	-0.019 -0.005	--- ---
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.932 1.001**	**NO YES**	**0.914 0.982**	**-0.023 0.002**	**--- YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.111 1.194**	**NO YES**	**1.087 1.168**	**-0.035 -0.013**	**--- YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	1.010 0.854	1.009 0.865	NO NO	0.993 0.853	-0.017 -0.001	--- ---
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.002 0.983	NO NO	0.989 0.974	-0.013 -0.004	--- ---
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.698 0.602	NO NO	0.698 0.602	-0.002 0.012	--- ---
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.656 0.633	NO NO	0.656 0.633	-0.003 0.015	--- ---
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.739 1.301**	**NO YES**	**0.668 1.201**	**-0.071 -0.090**	**--- YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.896 1.042	NO NO	0.896 1.042	-0.002 0.007	--- ---
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.028 0.944	NO NO	1.028 0.944	0.000 0.004	--- ---
39	Zelzah Ave./ Nordhoff St.	AM PM	0.913 0.945	0.910 0.953	NO NO	0.910 0.953	-0.003 0.008	--- ---

- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St

Physical improvements would be required to mitigate the impacts for this Scenario at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATCS will mitigate the impacts create by Scenario 1: Retail Project Site Only at the following intersection:

- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 1: Retail Project Site Only until development of up to or greater than 150,000 square feet of new retail floor area on the Project Site. Also shown in **Table 91: Traffic Mitigation Requirements**, the installation of ATSAC/ATCS at the Reseda Boulevard/Plummer Street (No. 36) is not required to mitigate significant traffic impacts resulting from Scenario 1: Retail Project Site Only until development of up to or greater than 295,000 square feet of new retail floor area occurs on the Project Site.

Scenario 2: Office Project Site Only

According to LADOT thresholds of significance, Scenario 2: Office Project Site Only would result in a significant impact at 19 of the 39 study intersections. As shown in **Table 93: Level of Service Summary After Mitigation Scenario 2 Office, Project Site Only**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impacts created by this Scenario at the following intersections.

- Intersection 1: De Soto Ave and Plummer St
- Intersection 7: Winnetka Ave and Prairie St
- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 25: Tampa Ave and SR-118 WB Ramps
- Intersection 28: Tampa Ave and Devonshire St
- Intersection 29: Tampa Ave and Lassen St
- Intersection 32: Tampa Ave and Roscoe Blvd

Physical improvements would be required to mitigate impacts created by Scenario 2: Office Project Site Only at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

TABLE 93
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 2 OFFICE, PROJECT SITE ONLY

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 2 v/c	Significant Impact	2005 w/ Project Mitigation v/c	W/ Project TDM v/c	Change v/c	Mitigated
1	**De Soto Ave./ Plummer St.**	**AM PM**	**1.226 1.170**	**1.233 1.084**	**NO YES**	**1.079 0.964**	**1.077 0.962**	**-0.149 -0.108**	**— YES**
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.140 0.995	NO NO	1.023 .0938	1.023 0.935	-0.116 -0.055	— —
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.888 0.977	NO NO	0.839 0.904	0.839 0.903	-0.047 -0.067	— —
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.829	NO NO	0.517 0.805	0.517 0.805	-0.002 -0.023	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.849 0.834	NO NO	0.838 0.823	0.837 0.822	-0.007 -0.011	— —
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.917 0.833	NO NO	0.864 0.806	0.863 0.805	-0.047 -0.024	— —
7	**Winnetka Ave./ Prairie St.**	**AM PM**	**0.755 0.739**	**0.797 0.760**	**YES NO**	**0.775 0.737**	**0.766 0.733**	**0.011 -0.006**	**YES —**
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.129 0.975**	**YES NO**	**1.082 0.955**	**1.080 0.955**	**-0.038 -0.016**	**— —**
9	Winnetka Ave./ Parthenia St.	AM PM	1.097 1.191	1.098 1.195	NO NO	1.080 1.176	1.080 1.176	-0.017 -0.015	— —
10	Winnetka Ave./ Roscoe Blvd.	AM PM	1.051 0.979	1.053 0.987	NO NO	1.034 0.969	1.034 0.968	-0.017 -0.011	— —
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.096	NO NO	0.908 1.089	0.908 1.089	-0.149 -0.108	— —
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.693 0.686	-0.116 -0.055	— —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.947 0.986**	**YES YES**	**0.926 0.954**	**0.922 0.950**	**-0.047 -0.067**	**— —**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.300 1.074**	**YES YES**	**1.264 1.037**	**1.255 1.031**	**-0.002 -0.023**	**— —**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.184 1.237**	**YES YES**	**1.117 1.083**	**1.103 1.075**	**-0.007 -0.011**	**— —**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.797 1.001**	**YES YES**	**0.747 0.812**	**0.727 0.785**	**-0.047 -0.024**	**— —**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.61 1.187**	**NO YES**	**0.589 0.921**	**0.589 0.903**	**0.011 -0.006**	**— —**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.055 1.147**	**YES YES**	**0.996 1.088**	**0.989 1.076**	**-0.038 -0.016**	**— —**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.208 1.179**	**YES YES**	**1.152 1.120**	**1.139 1.115**	**-0.017 -0.015**	**— —**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.985 0.941**	**YES YES**	**0.948 0.904**	**0.943 0.898**	**-0.017 -0.011**	**— —**

21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.032 1.079	NO NO	1.002 1.049	1.002 1.048	-0.029 -0.026	— —
22	**Shirley Ave./ Plummer St.**	**AM PM**	**0.499 0.750**	**0.516 0.800**	**NO YES**	**0.543 0.700**	**0.539 0.690**	**0.040 -0.060**	**— —**
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.354 0.521	NO NO	0.354 0.521	0.342 0.507	0.044 0.056	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.334 0.623	NO NO	0.334 0.623	0.333 0.612	0.005 0.040	— —
25	**Tampa Ave./SR-118 WB Ramps**	**AM PM**	**0.855 0.702**	**0.876 0.707**	**YES NO**	**0.869 0.700**	**0.864 0.699**	**0.009 -0.003**	**— —**
26	Tampa Ave./SR-118 EB Ramps	AM PM	0.841 0.821	0.842 0.832	NO NO	0.842 0.832	0.842 0.830	0.001 0.009	— —
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.700 0.564	NO NO	0.693 0.599	0.690 0.557	0.006 0.004	— —
28	**Tampa Ave./ Devonshire St.**	**AM PM**	**0.844 0.950**	**0.864 0.969**	**YES YES**	**0.846 0.954**	**0.841 0.950**	**-0.003 0.000**	**— —**
29	**Tampa Ave./ Lassen St.**	**AM PM**	**1.047 1.027**	**1.066 1.046**	**YES YES**	**1.052 1.032**	**1.048 1.028**	**0.001 0.001**	**— —**
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.973 0.999**	**YES YES**	**0.954 0.980**	**0.946 0.976**	**0.009 -0.004**	**YES —**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.182 1.209**	**YES YES**	**1.058 1.086**	**1.045 1.077**	**-0.077 -0.104**	**— —**
32	**Tampa Ave./ Roscoe Blvd.**	**AM PM**	**1.010 0.854**	**1.021 0.857**	**YES NO**	**1.004 0.846**	**1.002 0.846**	**-0.008 -0.008**	**— —**
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.002 0.983	NO NO	0.989 0.974	0.989 0.973	-0.013 -0.005	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.716 0.599	NO NO	0.716 0.599	0.713 0.597	0.013 0.007	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.673 0.630	NO NO	0.673 0.630	0.670 0.628	0.011 0.010	— —
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.745 1.301**	**NO YES**	**0.745 1.301**	**0.743 1.299**	**0.004 0.008**	**— YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.906 1.037	NO NO	0.906 1.037	0.904 1.037	0.006 0.002	— —
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.028 0.941	NO NO	1.028 0.941	1.028 0.940	0.000 0.000	— —
39	Zelzah Ave./ Nordhoff St.	AM PM	1.226 1.170	**1.021 0.947**	NO NO	1.021 0.947	1.019 0.946	0.006 0.001	— —

Installation of ATSAC/ATCS will mitigate impacts resulting from Scenario 2: Office Project Site Only at the following intersection:

- Intersection 22: Shirley Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St

Implementation of a Transportation Demand Management program (TDM) will mitigate the impacts created by Scenario 2: Office Project Site Only at the following intersection.

- Intersection 30: Tampa Ave and Plummer St
- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Project Site Only until development of up to or greater than 720,000 square feet of new office floor area occurs on the Project Site. Installation of ATSAC/ATCS at the Shirley Avenue/Plummer Street intersection (No. 22) is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Project Site Only until development of up to or greater than 775,000 square feet of new office floor area on the Project Site. Installation of ATSAC/ATCS at the Tampa Avenue/Nordhoff Street intersection (No. 31) is not required to mitigate significant impacts until development of up to or greater than 715,000 square feet of new office floor area on the Project Site.

Scenario 3: Retail/Residential Project Site Only

According to LADOT thresholds of significance, Scenario 3: Retail/Residential Project Site Only would result in a significant transportation impact at 13 of the 39 study intersections. As shown in**Table 94: Level of Service Summary After Mitigation Scenario 3 Retail/Residential, Project Site Only**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impacts created by this scenario at the following intersections.

- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 9: Winnetka Ave and Parthenia St
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14 Corbin Ave and Lassen St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St

Physical improvements would be required to mitigate the impacts created by this scenario at the following intersections.

- Intersection 15: Corbin Ave and Plummer St
- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

TABLE 94
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 3 RETAIL/RESIDENTIAL, PROJECT SITE ONLY

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 3 v/c	Significant Impact	2005 w/ Project Mitigation v/c	Change v/c	Mitigated
1	De Soto Ave./ Plummer St.	AM PM	1.226 1.170	1.228 1.178	NO NO	1.074 1.059	-0.152 -0.111	--- ---
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.141 0.994	NO NO	1.024 0.936	-0.115 -0.054	--- ---
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.888 0.977	NO NO	0.840 0.904	-0.046 -0.066	--- ---
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.832	NO NO	0.517 0.807	-0.002 -0.021	--- ---
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.845 0.836	NO NO	0.833 0.825	-0.011 -0.008	--- ---
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.909 0.833	NO NO	0.855 0.806	-0.055 -0.023	--- ---
7	Winnetka Ave./ Prairie St.	AM PM	0.755 0.739	0.750 0.757	NO NO	0.728 0.734	-0.027 -0.005	--- ---
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.118 0.984**	**NO YES**	**1.072 0.964**	**-0.046 -0.007**	**--- YES**
9	**Winnetka Ave./ Parthenia St.**	**AM PM**	**1.097 1.191**	**1.099 1.201**	**NO YES**	**1.081 1.183**	**-0.016 -0.008**	**--- YES**
10	Winnetka Ave./ Roscoe Blvd.	AM PM	1.051 0.979	1.054 0.987	NO NO	1.036 0.969	-0.015 -0.010	--- ---
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.098	NO NO	0.908 1.091	-0.006 -0.004	--- ---
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.000 0.000	--- —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.928 0.976**	**NO YES**	**0.907 0.945**	**-0.022 -0.020**	**--- YES**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.254 1.061**	**NO YES**	**1.218 1.024**	**-0.045 -0.020**	**--- YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.106 1.224**	**NO YES**	**1.039 1.077**	**-0.080 -0.108**	**--- YES**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.763 0.995**	**NO YES**	**0.713 0.770**	**-0.024 -0.102**	**--- YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.626 1.171**	**NO YES**	**0.591 0.917**	**-0.037 -0.191**	**--- YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.031 1.128**	**NO YES**	**0.971 1.069**	**-0.055 -0.023**	**--- YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.142 1.197**	**NO YES**	**1.085 1.140**	**-0.066 -0.010**	**--- YES**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.960 0.945**	**NO YES**	**0.923 0.908**	**-0.037 -0.003**	**--- YES**
21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.033 1.080	NO NO	1.003 1.050	-0.028 -0.024	--- ---
22	Shirley Ave./ Plummer St.	AM PM	0.499 0.750	0.498 0.781	NO NO	0.477 0.781	-0.022 0.031	--- ---

23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.289 0.535	NO NO	0.289 0.535	-0.009 0.084	--- ---
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.338 0.591	NO NO	0.338 0.591	0.010 0.019	--- ---
25	Tampa Ave./SR- 118 WB Ramps	AM PM	0.855 0.702	0.851 0.718	NO NO	0.844 0.711	-0.011 0.009	--- ---
26	Tampa Ave./SR- 118 EB Ramps	AM PM	0.841 0.821	0.843 0.825	NO NO	0.842 0.825	0.002 0.004	--- ---
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.681 0.557	NO NO	0.674 0.552	-0.010 0.001	--- ---
28	Tampa Ave./ Devonshire St.	AM PM	0.844 0.950	0.839 0.957	NO NO	0.821 0.942	-0.023 -0.008	--- ---
29	Tampa Ave./ Lassen St.	AM PM	1.047 1.027	1.043 1.034	NO NO	1.028 1.020	-0.019 -0.007	--- ---
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.934 0.999**	**NO YES**	**1.915 0.981**	**-0.022 0.001**	**--- YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.111 1.191**	**NO YES**	**1.088 1.165**	**-0.034 -0.016**	**--- YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	1.010 0.854	1.010 0.864	NO NO	0.994 0.853	-0.016 -0.001	--- ---
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.003 0.982	NO NO	0.990 0.974	-0.012 -0.004	--- ---
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.698 0.601	NO NO	0.698 0.601	-0.002 0.011	--- ---
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.658 0.632	NO NO	0.658 0.632	-0.001 0.014	--- ---
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.740 1.301**	**NO YES**	**0.670 1.201**	**-0.069 -0.090**	**--- YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.896 1.042	NO NO	0.896 1.042	-0.002 0.007	--- ---
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.029 0.943	NO NO	1.029 0.943	0.000 0.003	--- ---
39	Zelzah Ave./ Nordhoff St.	AM PM	0.913 0.945	1.011 0.951	NO NO	1.011 0.951	-0.002 0.006	--- ---

Installation of ATSAC/ATCS will mitigate the impacts create by Scenario 3: Retail/Residential Project Site Only at the following intersection:

- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts created by Scenario 3: Retail/Residential Project Site Only until development of up to or greater than 105,000 square feet of new retail floor area occurs on the Project Site. Installation of ATSAC/ATCS at the Reseda Boulevard/Plummer Street intersection (No. 36) is not required to mitigate significant traffic impacts created by Scenario 3:

Retail/Residential Project Site Only until development of up to or greater than 235,000 square feet of new retail floor area occurs on the Project Site.

Scenario 4: Office/Residential Project Site Only

According to LADOT thresholds of significance, Scenario 4: Office/Residential Project Site Only would result in a significant transportation impact at 13 of the 39 study intersections. As shown in **Table 95: Scenario 4 Level of Service Summary After Mitigation Office, Project Site Only**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impacts created by this scenario at the following intersections.

- Intersection 1: De Soto Ave and Plummer St
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 28: Tampa Ave and Devonshire St
- Intersection 29: Tampa Ave and Lassen St
- Intersection 30: Tampa Ave and Plummer St

Physical improvements would be required to mitigate the impacts created by Scenario 4: Office/Residential Project Site Only at the following intersection.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATCS will mitigate the impacts create by Scenario 4: Office/Residential Project Site Only at the following intersection:

- Intersection 31: Tampa Ave and Nordhoff St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts due to Scenario 4: Office/Residential Project Site Only until development of up to or greater than 610,000 square feet of new office floor area on the Project Site. Installation of ATSAC/ATCS at the Tampa Avenue/Nordhoff Street intersection (No. 31) is not required to mitigate significant traffic impacts resulting from Scenario 4:

TABLE 95
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 4 OFFICE, PROJECT SITE ONLY

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 4 v/c	Significant Impact	2005 w/ Project Mitigation v/c	W/ Project TDM v/c	Change v/c	Mitigated
1	**De Soto Ave./ Plummer St.**	**AM PM**	**1.226 1.170**	**1.233 1.180**	**NO YES**	**1.079 1.061**	**1.078 1.059**	**-0.148 -0.111**	**— YES**
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.141 0.994	NO NO	1.024 0.935	1.024 0.934	-0.115 -0.056	— —
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.888 0.976	NO NO	0.840 0.903	0.840 0.902	-0.046 -0.068	— —
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.830	NO NO	0.517 0.805	0.517 0.805	-0.002 -0.023	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.849 0.834	NO NO	0.838 0.823	0.837 0.823	-0.007 -0.010	— —
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.916 0.832	NO NO	0.862 0.805	0.861 0.805	-0.049 -0.024	— —
7	Winnetka Ave./ Prairie St.	AM PM	0.755 0.739	0.788 0.756	NO NO	0.766 0.734	0.758 0.731	0.003 -0.008	— —
8	Winnetka Ave./ Nordhoff St.	AM PM	1.118 0.971	1.127 0.977	NO NO	1.080 0.957	1.078 0.956	-0.040 -0.015	— —
9	Winnetka Ave./ Parthenia St.	AM PM	1.097 1.191	1.100 1.196	NO NO	1.081 1.177	1.081 1.177	-0.016 -0.014	— —
10	Winnetka Ave./ Roscoe Blvd.	AM PM	1.051 0.979	1.054 0.986	NO NO	1.036 0.968	1.035 0.967	-0.016 -0.012	— —
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.096	NO NO	0.908 1.089	0.908 1.089	-0.006 -0.006	— —
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.693 0.686	0.000 0.000	— —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.943 0.981**	**YES YES**	**0.922 0.949**	**0.919 0.946**	**-0.010 -0.019**	**YES YES**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.290 1.067**	**YES YES**	**1.254 1.030**	**1.247 1.026**	**-0.016 -0.018**	**YES YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.166 1.227**	**YES YES**	**1.100 1.076**	**1.088 1.069**	**-0.031 -0.116**	**YES YES**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.778 0.974**	**YES YES**	**0.728 0.779**	**0.722 0.758**	**-0.015 -0.114**	**YES YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.645 1.169**	**NO YES**	**0.591 0.904**	**0.590 0.890**	**-0.038 -0.218**	**— YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.054 1.136**	**YES YES**	**0.994 1.076**	**0.989 1.067**	**-0.037 -0.025**	**YES YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.194 1.176**	**YES YES**	**1.137 1.120**	**1.127 1.116**	**-0.024 -0.034**	**YES YES**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.981 0.937**	**YES YES**	**0.945 0.901**	**0.940 0.896**	**-0.020 -0.015**	**YES YES**

21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.033 1.079	NO NO	1.003 1.049	1.002 1.048	-0.029 -0.026	— —
22	Shirley Ave./ Plummer St.	AM PM	0.499 0.750	0.512 0.789	NO NO	0.512 0.789	0.509 0.781	0.010 0.031	— —
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.339 0.510	NO NO	0.339 0.510	0.329 0.499	0.031 0.048	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.339 0.609	NO NO	0.339 0.609	0.338 0.601	0.010 0.029	— —
25	Tampa Ave./SR- 118 WB Ramps	AM PM	0.855 0.702	0.870 0.709	NO NO	0.863 0.702	0.859 0.701	0.004 -0.001	— —
26	Tampa Ave./SR- 118 EB Ramps	AM PM	0.841 0.821	0.843 0.829	NO NO	0.843 0.829	0.843 0.827	0.002 0.006	— —
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.696 0.561	NO NO	0.688 0.556	0.686 0.554	0.002 0.001	— —
28	**Tampa Ave./ Devonshire St.**	**AM PM**	**0.844 0.950**	**0.859 0.964**	**NO YES**	**0.840 0.949**	**0.837 0.945**	**-0.007 -0.005**	**— YES**
29	**Tampa Ave./ Lassen St.**	**AM PM**	**1.047 1.027**	**1.061 1.041**	**YES YES**	**1.047 1.026**	**1.043 1.023**	**-0.004 -0.004**	**YES YES**
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.965 0.996**	**YES YES**	**0.946 0.977**	**0.940 0.974**	**0.003 -0.006**	**YES YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.167 1.201**	**YES YES**	**1.044 1.076**	**1.033 1.071**	**-0.089 -0.110**	**YES YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	1.010 0.854	1.019 0.859	NO NO	1.022 0.847	1.000 0.847	-0.010 -0.007	— —
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.003 0.982	NO NO	0.990 0.974	0.989 0.973	-0.013 -0.005	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.712 0.599	NO NO	0.712 0.599	0.709 0.597	0.009 0.007	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.670 0.629	NO NO	0.670 0.629	0.668 0.627	0.009 0.009	— —
36	Reseda Blvd./ Plummer St.	AM PM	0.739 1.291	0.744 1.299	NO NO	0.744 1.299	0.743 1.297	0.004 0.006	— —
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.904 1.038	NO NO	0.904 1.038	0.902 1.038	0.004 0.003	— —
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.029 0.941	NO NO	1.029 0.941	1.028 0.941	0.000 0.001	— —
39	Zelzah Ave./ Nordhoff St.	AM PM	1.226 1.170	1.018 0.947	NO NO	1.018 0.947	1.017 0.947	0.004 0.002	— —

Office/Residential Project Site Only until development of up to or greater than 660,000 square feet of new office floor area occurs on the Project Site.

Scenario 1: Retail Full Build Out Project

According to LADOT thresholds of significance, Scenario 1: Retail Full Build Out would result in a significant transportation impact at 18 of the 39 study intersections. As shown in **Table 96:**

Level of Service Summary After Mitigation Scenario 1 Retail, Full Build Out, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

TABLE 96
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 1 RETAIL, FULL BUILD OUT

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 1 v/c	Significant Impact	2005 w/ Project Mitigation v/c	Change v/c	Mitigated
1	**De Soto Ave./ Plummer St.**	**AM PM**	**1.226 1.170**	**1.226 1.182**	**NO YES**	**1.071 1.062**	**-0.155 -0.108**	**— YES**
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.140 0.995	NO NO	1.023 0.939	-0.116 -0.051	— —
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.887 0.979	NO NO	0.839 0.906	-0.047 -0.064	— —
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.519 0.833	NO NO	0.516 0.808	-0.003 -0.020	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.843 0.837	NO NO	0.831 0.826	-0.013 -0.007	— —
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.907 0.835	NO NO	0.854 0.808	-0.056 -0.021	— —
7	Winnetka Ave./ Prairie St.	AM PM	0.755 0.739	0.742 0.763	NO NO	0.720 0.740	-0.035 0.001	— —
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.116 0.987**	**NO YES**	**1.069 0.967**	**-0.049 -0.004**	**— YES**
9	**Winnetka Ave./ Parthenia St.**	**AM PM**	**1.097 1.191**	**1.098 1.204**	**NO YES**	**1.079 1.186**	**-0.018 -0.005**	**— YES**
10	**Winnetka Ave./ Roscoe Blvd.**	**AM PM**	**1.051 0.979**	**1.052 0.990**	**NO YES**	**1.034 0.972**	**-0.017 -0.007**	**— YES**
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.100	NO NO	0.908 1.092	-0.006 -0.003	— ---
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.000 0.000	— YES
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.925 0.981**	**NO YES**	**0.904 0.949**	**-0.025 -0.016**	**— YES**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.249 1.068**	**NO YES**	**1.212 1.031**	**-0.051 -0.013**	**— YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.097 1.237**	**NO YES**	**1.030 1.089**	**-0.089 -0.096**	**— YES**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.749 1.045**	**NO YES**	**0.699 0.811**	**-0.038 -0.061**	**— YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.625 1.200**	**NO YES**	**0.590 0.952**	**-0.038 -0.156**	**— YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.021 1.141**	**NO YES**	**0.962 1.082**	**-0.064 -0.010**	**— YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.133 1.211**	**NO YES**	**1.076 1.55**	**-0.075 0.005**	**— YES**

20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.954 0.956**	**NO YES**	**0.917 0.920**	**-0.043 0.009**	**— YES**
21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.032 1.082	NO NO	1.002 1.052	-0.029 -0.022	— ---
22	**Shirley Ave./ Plummer St.**	**AM PM**	**0.499 0.750**	**0.494 0.792**	**NO YES**	**0.520 0.692**	**0.021 -0.058**	**— YES**
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.283 0.568	NO NO	0.283 0.568	-0.015 0.117	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.332 0.599	NO NO	0.332 0.599	0.004 0.027	— ---
25	Tampa Ave./SR-118 WB Ramps	AM PM	0.855 0.702	0.848 0.722	NO NO	0.841 0.715	-0.014 0.013	— ---
26	Tampa Ave./SR-118 EB Ramps	AM PM	0.841 0.821	0.842 0.827	NO NO	0.842 0.827	0.001 0.006	— ---
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.679 0.559	NO NO	0.672 0.554	-0.012 0.001	— ---
28	**Tampa Ave./ Devonshire St.**	**AM PM**	**0.844 0.950**	**0.837 0.960**	**NO YES**	**0.818 0.945**	**-0.026 -0.005**	**— YES**
29	**Tampa Ave./ Lassen St.**	**AM PM**	**1.047 1.027**	**1.040 1.037**	**NO YES**	**1.026 1.023**	**-0.021 -0.004**	**— YES**
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.927 1.006**	**NO YES**	**0.909 0.959**	**-0.028 -0.021**	**— YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.102 1.196**	**NO YES**	**1.079 1.170**	**-0.043 -0.011**	**— YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	1.010 0.854	1.008 0.867	NO NO	0.991 0.856	-0.019 0.002	— —
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.002 0.984	NO NO	0.989 0.975	-0.013 -0.003	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.695 0.604	NO NO	0.695 0.604	-0.005 0.014	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.654 0.636	NO NO	0.654 0.636	-0.005 0.018	— —
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.738 1.304**	**NO YES**	**0.668 1.204**	**-0.071 -0.087**	**— YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.895 1.043	NO NO	0.895 1.043	-0.003 0.008	— —
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.028 0.944	NO NO	1.028 0.944	0.000 0.004	— —
39	Zelzah Ave./ Nordhoff St.	AM PM	0.913 0.945	1.010 0.953	NO NO	1.010 0.953	-0.003 0.008	— —

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impact for Scenario 1: Retail Full Build Out at the following intersections.

- Intersection 1: De Soto Ave and Plummer St
- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 9: Winnetka Ave and Parthenia St
- Intersection 10: Winnetka Ave and Roscoe Blvd
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 28: Tampa Ave and Devonshire St
- Intersection 29: Tampa Ave and Lassen St
- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St

Physical improvements would be required to mitigate the impacts from Scenario 1: Retail Full Build Out at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATSC will mitigate impacts resulting from Scenario 1: Retail Full Build Out at the following intersection:

- Intersection 22: Shirley Ave and Plummer St
- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 1: Retail Full Build Out until development of up to or greater than 195,000 square feet of new retail floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Shirley Avenue/Plummer Street intersection (No. 22) is not required to mitigate significant traffic impacts due to Scenario 1: Retail Full Build Out until development of up to or greater than 510,000 square feet of new retail floor area on the Project Site and Add Area. Installation of ATSAC/ATCS at the Reseda Boulevard/Plummer Street (No. 36) is not required to mitigate significant traffic impacts resulting from Scenario 1: Retail Full Build Out until development of up to or greater than 400,000 square feet of new retail floor area occurs across the Project Site and Add Area.

Scenario 2: Office Full Build Out Project

According to LADOT thresholds of significance, Scenario 2: Office Full Build Out would result in a significant transportation impact at 24 of the 39 study intersections. As shown in **Table 97: Level of Service Summary After Mitigation Scenario 2 Office, Full Build Out**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impact resulting from Scenario 2: Office Full Build Out at the following intersections.

- Intersection 1: De Soto Ave and Plummer St
- Intersection 3: De Soto Ave and Roscoe Blvd
- Intersection 6: Winnetka Ave and Plummer St
- Intersection 7: Winnetka Ave and Prairie St
- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 10: Winnetka Ave and Roscoe Blvd
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 32: Tampa Ave and Roscoe Blvd

Physical improvements would be required to mitigate the impacts resulting from Scenario 2: Office Full Build Out at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATSC will mitigate impacts resulting from Scenario 2: Office Full Build Out at the following intersection:

- Intersection 22: Shirley Ave and Plummer St
- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St
- Intersection 36: Reseda Blvd and Plummer St

Implementation of a Transportation Demand Management program (TDM) will mitigate the impacts resulting from Scenario 2: Office Full Build Out at the following intersection.

- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St

TABLE 97
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 2 OFFICE, FULL BUILD OUT

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 2 v/c	Significant Impact	2005 w/ Project Mitigation v/c	W/ Project TDM v/c	Change v/c	Mitigated
1	**De Soto Ave./ Plummer St.**	**AM PM**	**1.226 1.170**	**1.236 1.191**	**YES YES**	**1.081 1.071**	**1.079 1.067**	**-0.147 -0.103**	**— —**
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.140 0.999	NO NO	1.024 0.944	1.023 0.940	-0.116 -0.050	— —
3	**De Soto Ave./ Roscoe Blvd.**	**AM PM**	**0.886 0.970**	**0.888 0.980**	**NO YES**	**0.839 0.907**	**0.839 0.905**	**-0.047 -0.065**	**— —**
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.830	NO NO	0.517 0.805	0.517 0.805	-0.002 -0.023	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.852 0.834	NO NO	0.840 0.823	0.839 0.823	-0.005 -0.010	— —
6	**Winnetka Ave./ Plummer St.**	**AM PM**	**0.910 0.829**	**0.921 0.835**	**YES NO**	**0.868 0.808**	**0.866 0.807**	**-0.044 -0.022**	**— —**
7	**Winnetka Ave./ Prairie St.**	**AM PM**	**0.755 0.739**	**0.816 0.785**	**YES YES**	**0.794 0.763**	**0.780 0.746**	**0.025 0.007**	**— —**
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.133 0.977**	**YES NO**	**1.087 0.957**	**1.083 0.956**	**-0.035 -0.015**	**— —**
9	Winnetka Ave./ Parthenia St.	AM PM	1.097 1.191	1.099 1.196	NO NO	1.080 1.177	1.080 1.176	-0.017 -0.015	— —
10	**Winnetka Ave./ Roscoe Blvd.**	**AM PM**	**1.051 0.979**	**1.053 0.993**	**NO YES**	**1.035 0.974**	**1.035 0.972**	**-0.016 -0.007**	**— —**
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.096	NO NO	0.908 1.089	0.908 1.089	-0.006 -0.006	— —
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.693 0.686	0.000 0.000	— —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.956 0.998**	**YES YES**	**0.935 0.966**	**0.928 0.959**	**-0.001 -0.006**	**— —**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.319 1.091**	**YES YES**	**1.282 1.055**	**1.270 1.045**	**0.007 0.001**	**YES YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.215 1.266**	**YES YES**	**1.148 1.106**	**1.127 1.092**	**0.008 -0.093**	**YES —**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.838 1.071**	**YES YES**	**0.788 0.887**	**0.759 0.843**	**0.022 -0.029**	**YES —**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.662 1.232**	**NO YES**	**0.590 0.967**	**0.589 0.939**	**-0.039 -0.169**	**— —**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.069 1.179**	**YES YES**	**1.009 1.119**	**0.999 1.100**	**-0.027 0.008**	**— YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.235 1.178**	**YES YES**	**1.178 1.133**	**1.159 1.125**	**0.008 -0.025**	**YES —**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.997 0.958**	**YES YES**	**0.960 0.921**	**0.952 0.911**	**-0.008 0.000**	**— YES**

21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.032 1.083	NO NO	1.002 1.053	1.002 1.051	-0.029 -0.023	— —
22	**Shirley Ave./ Plummer St.**	**AM PM**	**0.499 0.750**	**0.523 0.828**	**NO YES**	**0.423 0.728**	**0.418 0.711**	**-0.081 -0.039**	**— —**
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.380 0.559	NO NO	0.380 0.559	0.362 0.536	0.064 0.085	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.336 0.653	NO NO	0.336 0.653	0.334 0.636	0.006 0.064	— —
25	**Tampa Ave./SR- 118 WB Ramps**	**AM PM**	**0.855 0.702**	**0.885 0.709**	**YES NO**	**0.878 0.702**	**0.872 0.700**	**0.017 -0.002**	**YES —**
26	Tampa Ave./SR- 118 EB Ramps	AM PM	0.841 0.821	0.843 0.839	NO NO	0.843 0.839	0.842 0.835	0.001 0.014	— —
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.707 0.571	NO NO	0.700 0.566	0.695 0.562	0.011 0.009	— —
28	**Tampa Ave./ Devonshire St.**	**AM PM**	**0.844 0.950**	**0.874 0.981**	**YES YES**	**0.855 0.966**	**0.849 0.959**	**0.005 0.009**	**— YES**
29	**Tampa Ave./ Lassen St.**	**AM PM**	**1.047 1.027**	**1.075 1.057**	**YES YES**	**1.061 1.043**	**1.055 1.036**	**0.008 0.009**	**YES YES**
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.989 1.011**	**YES YES**	**0.870 0.893**	**0.859 0.885**	**-0.078 -0.095**	**— —**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.210 1.225**	**YES YES**	**1.087 1.100**	**1.067 1.090**	**-0.055 -0.091**	**— —**
32	**Tampa Ave./ Roscoe Blvd.**	**AM PM**	**1.010 0.854**	**1.025 0.859**	**YES NO**	**1.009 0.847**	**1.005 0.847**	**-0.005 -0.007**	**— —**
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.003 0.986	NO NO	0.989 0.977	0.989 0.975	-0.013 -0.003	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.725 0.604	NO NO	0.724 0.604	0.719 0.601	0.019 0.011	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.680 0.637	NO NO	0.680 0.637	0.675 0.633	0.016 0.015	— —
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.747 1.307**	**NO YES**	**0.669 1.207**	**0.669 1.204**	**-0.070 -0.087**	**— —**
37	**Reseda Blvd./ Nordhoff ST**	**AM PM**	**0.898 1.035**	**0.910 1.038**	**YES NO**	**0.910 1.038**	**0.907 1.038**	**0.009 0.003**	**YES —**
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.028 0.941	NO NO	1.028 0.941	1.028 0.941	0.000 0.001	— —
39	**Zelzah Ave./ Nordhoff St.**	**AM PM**	**1.226 1.170**	**1.024 0.947**	**YES NO**	**1.024 0.947**	**10022 0.947**	**0.009 0.002**	**YES —**

- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 25: Tampa Ave and SR-118 WB Ramps
- Intersection 28: Tampa Ave and Devonshire St
- Intersection 29: Tampa Ave and Lassen St
- Intersection 37: Reseda Blvd and Nordhoff St
- Intersection 39: Zelzah Ave and Nordhoff St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Full Build Out until development of up to or greater than 940,000 square feet of new office floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Reseda Boulevard/Plummer Street intersection (No. 36) is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Full Build Out until development of up to or greater than 1,260,000 square feet of new office floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Shirley Avenue/ Plummer Street intersection (No. 22) is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Full Build Out until development of up to or greater than 1,140,000 square feet of new office floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Tampa Avenue/Plummer Street (No. 30) is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Full Build Out until development of up to or greater than 1,165,000 square feet of new office floor area across the Project Site and Add Area. The Tampa Avenue/Nordhoff Street (No. 31) ATSAC/ATCS improvement is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Full Build Out until development of up to or greater than 930,000 square feet of new office floor area across the Project Site and Add Area.

Scenario 3: Retail/Residential Full Build Out Project

According to LADOT thresholds of significance, Scenario 3: Retail/Residential Full Build Out would result in a significant transportation impact at 14 of the 39 study intersections. As shown in **Table 98: Level of Service Summary After Mitigation Scenario 3 Retail/Residential Full Build Out**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impact for Scenario 3: Retail/Residential Full Build Out at the following intersections.

- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 9: Winnetka Ave and Parthenia St
- Intersection 10: Winnetka Ave and Roscoe Blvd
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St

TABLE 98
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 3 RETAIL/RESIDENTIAL, FULL BUILD OUT

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 3 v/c	Significant Impact	2005 w/ Project Mitigation v/c	Change v/c	Mitigated
1	De Soto Ave./ Plummer St.	AM PM	1.226 1.170	1.227 1.179	NO NO	1.073 1.060	-0.153 -0.110	— —
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.141 0.994	NO NO	1.024 0.938	-0.115 -0.052	— —
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.888 0.978	NO NO	0.840 0.906	-0.046 -0.064	— —
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.833	NO NO	0.517 0.808	-0.002 -0.020	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.844 0.837	NO NO	0.83 0.826	-0.011 -0.007	— —
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.907 0.834	NO NO	0.854 0.807	-0.056 -0.022	— —
7	Winnetka Ave./ Prairie St.	AM PM	0.755 0.739	0.744 0.760	NO NO	0.722 0.738	-0.033 -0.001	— —
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.117 0.987**	**NO YES**	**1.071 0.967**	**-0.047 -0.004**	**— YES**
9	**Winnetka Ave./ Parthenia St.**	**AM PM**	**1.097 1.191**	**1.100 1.204**	**NO YES**	**1.081 1.186**	**-0.016 -0.005**	**— YES**
10	**Winnetka Ave./ Roscoe Blvd.**	**AM PM**	**1.051 0.979**	**1.054 0.989**	**NO YES**	**1.036 0.971**	**-0.015 -0.008**	**— YES**
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.100	NO NO	0.908 1.092	-0.006 -0.003	— —
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.000 0.000	— —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.927 0.978**	**NO YES**	**0.906 0.947**	**-0.023 -0.018**	**— YES**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.248 1.064**	**NO YES**	**1.212 1.027**	**-0.051 -0.017**	**— YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.095 1.231**	**NO YES**	**1.028 1.083**	**-0.091 -0.102**	**— YES**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.765 1.028**	**NO YES**	**0.715 0.795**	**-0.022 -0.077**	**— YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.628 1.185**	**NO YES**	**0.592 0.935**	**-0.036 -0.173**	**— YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.027 1.134**	**NO YES**	**0.968 1.074**	**-0.058 -0.018**	**— YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.133 1.208**	**NO YES**	**1.076 1.151**	**-0.075 0.001**	**— YES**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.957 0.953**	**NO YES**	**0.920 0.916**	**-0.040 0.005**	**— YES**
21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.033 1.082	NO NO	1.003 1.052	-0.028 -0.022	— —

22	Shirley Ave./ Plummer St.	AM PM	0.499 0.750	0.495 0.786	NO NO	0.475 0.786	-0.024 0.036	— —
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.281 0.554	NO NO	0.281 0.554	-0.017 0.103	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.339 0.592	NO NO	0.339 0.592	0.011 0.020	— —
25	Tampa Ave./SR- 118 WB Ramps	AM PM	0.855 0.702	0.847 0.722	NO NO	0.840 0.715	-0.015 0.013	— —
26	Tampa Ave./SR- 118 EB Ramps	AM PM	0.841 0.821	0.843 0.825	NO NO	0.843 0.825	0.002 0.004	— —
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.678 0.557	NO NO	0.671 0.552	-0.013 -0.001	— —
28	Tampa Ave./ Devonshire St.	AM PM	0.844 0.950	0.836 0.957	NO NO	0.818 0.942	-0.026 -0.008	— —
29	Tampa Ave./ Lassen St.	AM PM	1.047 1.027	1.040 01.035	NO NO	1.025 1.02	-0.022 -0.007	— —
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.929 1.004**	**NO YES**	**0.910 0.985**	**-0.027 0.005**	**— YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.103 1.192**	**NO YES**	**1.079 1.166**	**-0.043 -0.015**	**— YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	1.010 0.854	1.009 0.867	NO NO	0.993 0.856	-0.017 0.002	— —
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.003 0.984	NO NO	0.990 0.975	-0.012 -0.003	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.694 0.604	NO NO	0.694 0.604	-0.006 0.014	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.656 0.634	NO NO	0.656 0.634	-0.003 0.016	— —
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.739 1.303**	**NO YES**	**0.670 1.203**	**-0.069 -0.088**	**— YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.895 1.043	NO NO	0.895 1.043	-0.003 0.008	— —
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.029 0.944	NO NO	1.029 0.944	0.001 0.004	— —
39	Zelzah Ave./ Nordhoff St.	AM PM	0.913 0.945	1.009 0.952	NO NO	1.009 0.952	-0.004 0.007	— —

Physical improvements would be required to mitigate the impacts resulting from Scenario 3: Retail/Residential Full Build Out at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATSC will mitigate impacts resulting from Scenario 3: Retail/Residential Full Build Out at the following intersection:

- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 3: Retail/Residential Full Build Out until development of up to or greater than 130,000 square feet of new retail floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Reseda Boulevard/Plummer Street intersection (No. 36) is not required to mitigate significant traffic impacts resulting from Scenario 3: Retail/Residential Full Build Out until development of up to or greater than 320,000 square feet of new retail floor area occurs across the Project Site and Add Area.

Scenario 4: Office/Residential Full Build Out Project

According to LADOT thresholds of significance, Scenario 4: Office/Residential Full Build Out would result in a significant transportation impact at 20 of the 39 study intersections. As shown in **Table 99: Level of Service Summary After Mitigation Scenario 4 Office, Full Build Out**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impacts resulting from Scenario 4: Office/Residential Full Build Out at the following intersections.

- Intersection 1: De Soto Ave and Plummer St
- Intersection 7: Winnetka Ave and Prairie St
- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 10: Winnetka Ave and Roscoe Blvd
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 25: Tampa Ave and SR-118 WB Ramps
- Intersection 28: Tampa Ave and Devonshire St
- Intersection 29: Tampa Ave and Lassen St
- Intersection 32: Tampa Ave and Roscoe Blvd

TABLE 99
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 4 OFFICE, FULL BUILD OUT

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 4 v/c	Significant Impact	2005 w/ Project Mitigation v/c	W/ Project TDM v/c	Change v/c	Mitigated
1	**De Soto Ave./ Plummer St.**	**AM PM**	**1.226 1.170**	**1.236 1.186**	**YES YES**	**1.081 1.067**	**1.080 1.063**	**-0.146 -0.107**	**— —**
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.141 0.996	NO NO	1.025 0.939	1.025 0.937	-0.114 -0.053	— —
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.889 0.978	NO NO	0.840 0.905	0.840 0.904	-0.046 -0.066	— —
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.830	NO NO	0.517 0.805	0.517 0.805	-0.002 -0.023	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.851 0.834	NO NO	0.840 0.823	0.838 0.823	-0.006 -0.010	— —
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.918 0.833	NO NO	0.865 0.807	0.863 0.806	-0.047 -0.023	— —
7	**Winnetka Ave./ Prairie St.**	**AM PM**	**0.755 0.739**	**0.802 0.764**	**YES NO**	**0.780 0.742**	**0.769 0.736**	**0.014 -0.003**	**— —**
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.131 0.978**	**YES NO**	**1.084 0.958**	**1.081 0.957**	**-0.037 -0.014**	**— —**
9	Winnetka Ave./ Parthenia St.	AM PM	1.097 1.191	1.100 1.197	NO NO	1.082 1.178	1.082 1.178	-0.015 -0.013	— —
10	**Winnetka Ave./ Roscoe Blvd.**	**AM PM**	**1.051 0.979**	**1.055 0.990**	**NO YES**	**1.037 0.972**	**1.036 0.969**	**-0.015 -0.010**	**— —**
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.916 1.097	NO NO	0.909 1.090	0.909 1.089	-0.005 -0.006	— —
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.693 0.686	0.000 0.000	— —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.950 0.989**	**YES YES**	**0.928 0.957**	**0.924 0.952**	**-0.005 -0.013**	**— —**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.302 1.079**	**YES YES**	**1.266 1.042**	**1.256 1.034**	**-0.007 -0.010**	**— —**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.188 1.247**	**YES YES**	**1.121 1.092**	**1.105 1.081**	**-0.014 -0.104**	**— —**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.806 1.022**	**YES YES**	**0.756 0.829**	**0.733 0.796**	**-0.004 -0.076**	**— —**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.653 1.199**	**NO YES**	**0.592 0.935**	**0.592 0.914**	**-0.036 -0.194**	**— —**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.064 1.156**	**YES YES**	**1.005 1.097**	**0.997 1.083**	**-0.029 -0.009**	**— —**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.214 1.186**	**YES YES**	**1.157 1.130**	**1.142 1.124**	**-0.009 -0.026**	**— —**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.990 0.948**	**YES YES**	**0.953 0.911**	**0.947 0.904**	**-0.013 -0.007**	**— —**
21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.034 1.081	NO NO	1.004 1.051	1.003 1.050	-0.028 -0.024	— —

22	**Shirley Ave./ Plummer St.**	**AM PM**	**0.499 0.750**	**0.518 0.808**	**NO YES**	**0.545 0.708**	**0.541 0.695**	**0.042 -0.055**	**— —**
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.357 0.536	NO NO	0.357 0.536	0.342 0.519	0.044 0.068	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.342 0.629	NO NO	0.342 0.629	0.340 0.616	0.012 0.044	— —
25	**Tampa Ave./SR-118 WB Ramps**	**AM PM**	**0.855 0.702**	**0.877 0.710**	**YES NO**	**0.870 0.703**	**0.865 0.702**	**0.010 0.000**	**— —**
26	Tampa Ave./SR-118 EB Ramps	AM PM	0.841 0.821	0.844 0.834	NO NO	0.844 0.834	0.844 0.831	0.003 0.010	— —
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.701 0.565	NO NO	0.694 0.560	0.690 0.557	0.006 0.004	— —
28	**Tampa Ave./ Devonshire St.**	**AM PM**	**0.844 0.950**	**0.865 0.971**	**YES YES**	**0.847 0.956**	**0.841 0.951**	**-0.003 0.001**	**— —**
29	**Tampa Ave./ Lassen St.**	**AM PM**	**1.047 1.027**	**1.067 1.048**	**YES YES**	**1.053 1.034**	**1.048 1.029**	**0.001 0.002**	**— —**
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.977 1.002**	**YES YES**	**0.858 0.884**	**0.849 0.879**	**-0.088 -0.101**	**— —**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.187 1.212**	**YES YES**	**1.063 1.086**	**1.048 1.079**	**-0.074 -0.102**	**— —**
32	**Tampa Ave./ Roscoe Blvd.**	**AM PM**	**1.010 0.854**	**1.02 0.859**	**YES NO**	**1.006 0.848**	**1.003 0.848**	**-0.007 -0.006**	**— —**
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.004 0.984	NO NO	0.990 0.975	0.990 0.974	-0.012 -0.004	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.718 0.601	NO NO	0.718 0.601	0.714 0.599	0.014 0.009	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.675 0.633	NO NO	0.675 0.633	0.672 0.630	0.013 0.012	— —
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.746 1.303**	**NO YES**	**0.746 1.303**	**0.745 1.300**	**0.006 0.009**	**— —**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.906 1.039	NO NO	0.906 1.039	0.904 1.038	0.006 0.003	— —
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.029 0.941	NO NO	1.029 0.941	1.029 0.941	0.001 0.001	— —
39	Zelzah Ave./ Nordhoff St.	AM PM	1.226 1.170	1.021 0.948	NO NO	1.021 0.948	1.019 0.947	0.006 0.002	-0.146 -0.107

Physical improvements would be required to mitigate impacts resulting from Scenario 4: Office/Residential Full Build Out at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATSC will mitigate impacts resulting from Scenario 4: Office/Residential Full Build Out at the following intersection:

- Intersection 22: Shirley Ave and Plummer St

- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St
- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements,** the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 4: Office/Residential Full Build Out until development of up to or greater than 805,000 square feet of new office floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Shirley Avenue/Plummer Street intersection (No. 22) is not required to mitigate significant traffic impacts resulting from Scenario 4: Office/Residential Full Build Out until development of up to or greater than 1,025,000 square feet of new office floor area across the Project Site and Add Area. Installation of ATSAC/ACTS at the Tampa Avenue/Plummer Street intersection (No. 30) is not required to mitigate significant traffic impacts resulting from Scenario 4: Office/Residential Full Build Out until development of up to or greater than 1,050,000 square feet of new office floor area across the Project Site and Add Area. The Tampa Avenue/Nordhoff Street ATSAC/ATCS installation is not required to mitigate significant traffic impacts resulting from Scenario 4: Office/Residential Full Build Out until development of up to or greater than 855,000 square feet of new office floor area occurs across the Project Site and Add Area.