TRAFFIC IMPACT STUDY
KRAUSZ PROPERTY PROJECT
NORTHRIDGE, CALIFORNIA

Prepared for:

The Krausz Companies, Inc.
651 Gateway Boulevard, Suite 1010
So. San Francisco, California 94080

Prepared by:

Linscott, Law & Greenspan, Engineers
234 East Colorado Boulevard, Suite 400
Pasadena, California 91101
Phone: 626.796.2322
Fax: 626.792.0941
E-mail: pasadena@llgengineers.com

May 21, 2003
1-023166-1

Prepared by: Sarah M. Drobis
Transportation Engineer II

Prepared under the Supervision of:

David S. Shender, P.E.
Principal

LINSCOTT LAW & GREENSPAN
ENGINEERS

TABLE OF CONTENTS

Description	Page
Introduction	1
Project Description	3
Krausz Property Only Alternative Project Descriptions	4
Full Build-Out Alternative Project Descriptions	6
Site Access	7
Existing Street System	8
Traffic Counts	17
Project Traffic Generation	17
Krausz Property Only Alternative Project Trip Generation	25
Full Build-Out Alternative Project Trip Generation	34
Project Trip Distribution	36
Related Projects	36
Traffic Impact Analysis Methodology	56
Impact Criteria and Thresholds	56
Traffic Impact Analysis Scenarios	61
Traffic Analysis	62
Existing Conditions	62
Future With Ambient Growth	96
Future With Related Projects	100
Future With Krausz Property Only Alternative A Project	104
Future With Krausz Property Only Alternative B Project	105
Future With Krausz Property Only Alternative C Project	110
Future With Krausz Property Only Alternative D Project	116
Future With Full Build-Out Alternative A Project	118
Future With Full Build-Out Alternative B Project	122
Future With Full Build-Out Alternative C Project	127
Future With Full Build-Out Alternative D Project	131
Project Mitigation	136
Mason Avenue Extension Project	136
Physical Improvement Measures	150
Transportation Demand Management Measures	153
ATSAC/ATCS Measures	154
Effect of Recommended Traffic Mitigation Measures	155
Krausz Property Only Alternative A Project	155
Krausz Property Only Alternative B Project	160
Krausz Property Only Alternative C Project	170
Krausz Property Only Alternative D Project	175
Full Build-Out Alternative A Project	180
Full Build-Out Alternative B Project	188
Full Build-Out Alternative C Project	200
Full Build-Out Alternative D Project	206

TABLE OF CONTENTS (Continued)

Description (Continued) **Page**

Trip Equivalency 215
Office Equivalency 216
Retail Equivalency 217
Congestion Management Program Traffic Impact Assessment 218
Conclusions 221

Tables **Page**

1 Existing Traffic Volumes 18
2A Krausz Property Only Alternative A Project Trip Generation 26
2B Krausz Property Only Alternative B Project Trip Generation 27
2C Krausz Property Only Alternative C Project Trip Generation 28
2D Krausz Property Only Alternative D Project Trip Generation 29
3A Full Build-Out Alternative A Project Trip Generation 30
3B Full Build-Out Alternative B Project Trip Generation 31
3C Full Build-Out Alternative C Project Trip Generation 32
3D Full Build-Out Alternative D Project Trip Generation 33
4 List of Related Projects 54
5 Related Projects Trip Generation 57
6 Significant Impact Thresholds at Intersections 60
7A Krausz Property Only Alternative A Project Level of Service Summary 63
7B Krausz Property Only Alternative B Project Level of Service Summary 67
7C Krausz Property Only Alternative C Project Level of Service Summary 71
7D Krausz Property Only Alternative D Project Level of Service Summary 75
8A Full Build-Out Alternative A Project Level of Service Summary 79
8B Full Build-Out Alternative B Project Level of Service Summary 83
8C Full Build-Out Alternative C Project Level of Service Summary 87
8D Full Build-Out Alternative D Project Level of Service Summary 91
9A Krausz Property Only Alternative A Project Level of Service Summary for Mason Avenue Intersections 142
9B Krausz Property Only Alternative B Project Level of Service Summary for Mason Avenue Intersections 143
9C Krausz Property Only Alternative C Project Level of Service Summary for Mason Avenue Intersections 144
9D Krausz Property Only Alternative D Project Level of Service Summary for Mason Avenue Intersections 145

TABLE OF CONTENTS (Continued)

Tables (Continued) **Page**

10A Full Build-Out Alternative A Project Level of Service Summary for Mason Avenue Intersections 146
10B Full Build-Out Alternative B Project Level of Service Summary for Mason Avenue Intersections 147
10C Full Build-Out Alternative C Project Level of Service Summary for Mason Avenue Intersections 148
10D Full Build-Out Alternative D Project Level of Service Summary for Mason Avenue Intersections 149
11 Traffic Mitigation Requirements 151
12 Congestion Management Plan Traffic Impact Assessment 219

Exhibits **Page**

1 Vicinity Map 2
2 Site Plan 5
3 Existing Lane Configurations 10
4 Existing Traffic Volumes AM Peak Hour 22
5 Existing Traffic Volumes PM Peak Hour 23
6 Project Trip Distribution 37
7A Krausz Property Only Alternative A Project Traffic Volumes AM Peak Hour 38
7B Krausz Property Only Alternative A Project Traffic Volumes PM Peak Hour 39
8A Krausz Property Only Alternative B Project Traffic Volumes AM Peak Hour 40
8B Krausz Property Only Alternative B Project Traffic Volumes PM Peak Hour 41
9A Krausz Property Only Alternative C Project Traffic Volumes AM Peak Hour 42
9B Krausz Property Only Alternative C Project Traffic Volumes PM Peak Hour 43
10A Krausz Property Only Alternative D Project Traffic Volumes AM Peak Hour 44
10B Krausz Property Only Alternative D Project Traffic Volumes PM Peak Hour 45
11A Full Build-Out Alternative A Project Traffic Volumes AM Peak Hour 46
11B Full Build-Out Alternative A Project Traffic Volumes PM Peak Hour 47
12A Full Build-Out Alternative B Project Traffic Volumes AM Peak Hour 48
12B Full Build-Out Alternative B Project Traffic Volumes PM Peak Hour 49
13A Full Build-Out Alternative C Project Traffic Volumes AM Peak Hour 50
13B Full Build-Out Alternative C Project Traffic Volumes PM Peak Hour 51
14A Full Build-Out Alternative D Project Traffic Volumes AM Peak Hour 52
14B Full Build-Out Alternative D Project Traffic Volumes PM Peak Hour 53
15 Location of Related Projects 55
16 Related Projects Traffic Volumes AM Peak Hour 58
17 Related Projects Traffic Volumes PM Peak Hour 59
18 Existing With Ambient Growth Traffic Volumes AM Peak Hour 98

TABLE OF CONTENTS (Continued)

Exhibits (Continued) **Page**

19 Existing With Ambient Growth Traffic Volumes PM Peak Hour 99
20 Future Pre-Project (Existing, Ambient Growth, and Related Projects) Traffic Volumes AM Peak Hour 102
21 Future Pre-Project (Existing, Ambient Growth, and Related Projects) Traffic Volumes PM Peak Hour 103
22A Future With Krausz Property Only Alternative A Project (Existing, Ambient Growth, Related Projects and Alternative A Project) Traffic Volumes AM Peak Hour . 106
22B Future With Krausz Property Only Alternative A Project (Existing, Ambient Growth, Related Projects and Alternative A Project) Traffic Volumes PM Peak Hour . 107
23A Future With Krausz Property Only Alternative B Project (Existing, Ambient Growth, Related Projects and Alternative B Project) Traffic Volumes AM Peak Hour . 111
23B Future With Krausz Property Only Alternative B Project (Existing, Ambient Growth, Related Projects and Alternative B Project) Traffic Volumes PM Peak Hour . 112
24A Future With Krausz Property Only Alternative C Project (Existing, Ambient Growth, Related Projects and Alternative C Project) Traffic Volumes AM Peak Hour . 114
24B Future With Krausz Property Only Alternative C Project (Existing, Ambient Growth, Related Projects and Alternative C Project) Traffic Volumes PM Peak Hour . 115
25A Future With Krausz Property Only Alternative D Project (Existing, Ambient Growth, Related Projects and Alternative D Project) Traffic Volumes AM Peak Hour . 119
25B Future With Krausz Property Only Alternative D Project (Existing, Ambient Growth, Related Projects and Alternative D Project) Traffic Volumes PM Peak Hour . 120
26A Future With Full Build-Out Alternative A Project (Existing, Ambient Growth, Related Projects and Alternative A Project) Traffic Volumes AM Peak Hour . 123
26B Future With Full Build-Out Alternative A Project (Existing, Ambient Growth, Related Projects and Alternative A Project) Traffic Volumes PM Peak Hour . 124
27A Future With Full Build-Out Alternative B Project (Existing, Ambient Growth, Related Projects and Alternative B Project) Traffic Volumes AM Peak Hour . 128
27B Future With Full Build-Out Alternative B Project (Existing, Ambient Growth, Related Projects and Alternative B Project) Traffic Volumes PM Peak Hour . 129
28A Future With Full Build-Out Alternative C Project (Existing, Ambient Growth, Related Projects and Alternative C Project) Traffic Volumes AM Peak Hour . 132
28B Future With Full Build-Out Alternative C Project (Existing, Ambient Growth, Related Projects and Alternative C Project) Traffic Volumes PM Peak Hour . 133
29A Future With Full Build-Out Alternative D Project (Existing, Ambient Growth, Related Projects and Alternative D Project) Traffic Volumes AM Peak Hour . 137
29B Future With Full Build-Out Alternative D Project (Existing, Ambient Growth, Related Projects and Alternative D Project) Traffic Volumes PM Peak Hour . 138

Appendices

A Manual Traffic Counts
B-1 CMA and Levels of Service Explanation
Krausz Property Only Alternative A Project CMA Data Worksheets - AM and PM Peak Hours
B-2 Krausz Property Only Alternative B Project CMA Data Worksheets - AM and PM Peak Hours
B-3 Krausz Property Only Alternative C Project CMA Data Worksheets - AM and PM Peak Hours
B-4 Krausz Property Only Alternative D Project CMA Data Worksheets - AM and PM Peak Hours
C-1 Full Build-Out Alternative A Project CMA Data Worksheets - AM and PM Peak Hours
C-2 Full Build-Out Alternative B Project CMA Data Worksheets - AM and PM Peak Hours
C-3 Full Build-Out Alternative C Project CMA Data Worksheets - AM and PM Peak Hours
C-4 Full Build-Out Alternative D Project CMA Data Worksheets - AM and PM Peak Hours
D Traffic Volume Shifts Due to the Mason Avenue Extension Project
E-1 Mason Avenue Intersections Krausz Property Only Alternative A Project CMA Data Worksheets - AM and PM Peak Hours
E-2 Mason Avenue Intersections Krausz Property Only Alternative B Project CMA Data Worksheets - AM and PM Peak Hours
E-3 Mason Avenue Intersections Krausz Property Only Alternative C Project CMA Data Worksheets - AM and PM Peak Hours
E-4 Mason Avenue Intersections Krausz Property Only Alternative D Project CMA Data Worksheets - AM and PM Peak Hours
F-1 Mason Avenue Intersections Full Build-Out Alternative A Project CMA Data Worksheets - AM and PM Peak Hours
F-2 Mason Avenue Intersections Full Build-Out Alternative B Project CMA Data Worksheets - AM and PM Peak Hours
F-3 Mason Avenue Intersections Full Build-Out Alternative C Project CMA Data Worksheets - AM and PM Peak Hours
F-4 Mason Avenue Intersections Full Build-Out Alternative D Project CMA Data Worksheets - AM and PM Peak Hours
G Conceptual Physical Improvement Plans

O:\JOB_FILE\3166\Report\3166TOC4.WPD

LINSCOTT LAW & GREENSPAN
ENGINEERS

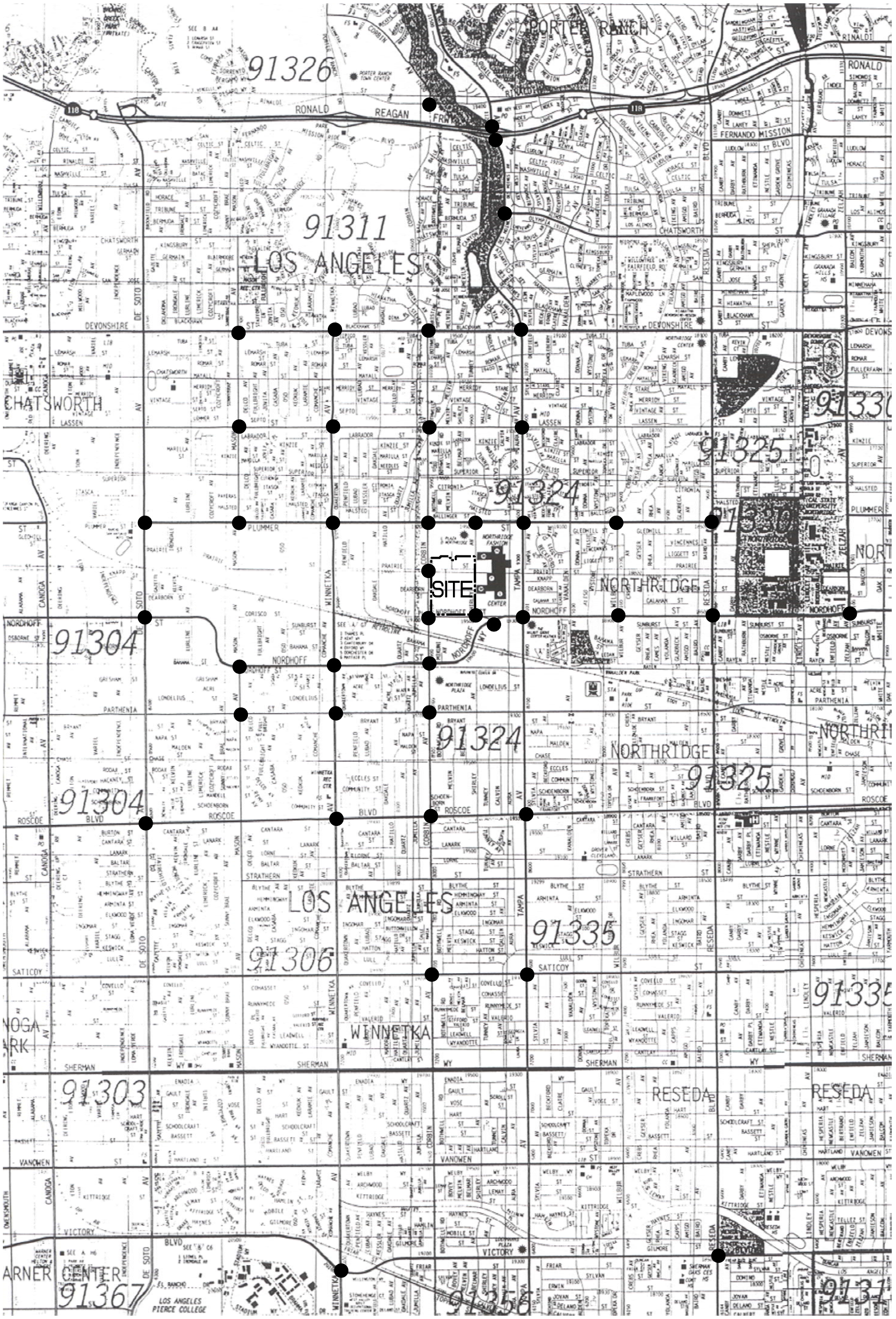
TRAFFIC IMPACT STUDY
KRAUSZ PROPERTY PROJECT
NORTHRIDGE, CALIFORNIA

INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Krausz Property project. The proposed project is located at 19601 Nordhoff Street in the Northridge area of the City of Los Angeles, California. For analysis purposes, the project includes the 35.5 acre Krausz property, which is bounded by Prairie Street, Nordhoff Street, Corbin Avenue and Shirley Avenue, as well as approximately eight acres of land located north of Prairie Street between Corbin Avenue and Shirley Avenue (designated as the "Add Areas"). The Add Areas are not under the Applicant's control. The project site location and general vicinity are shown in Exhibit 1.

The traffic analysis follows the City of Los Angeles traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the 2002 Congestion Management Program for Los Angeles County. This traffic analysis evaluates potential project-related impacts at 39 study intersections in the vicinity of the project site. The study intersections were determined by City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and Levels of Service for the study intersections. In addition, two intersections, which are included in the Los Angeles County Metropolitan Transportation Authority's list of monitoring stations, were analyzed consistent with criteria set forth in the Los Angeles County Congestion Management Program.

This study i) presents existing traffic volumes, ii) forecasts future traffic volumes with ambient growth and related projects, iii) forecasts future traffic volumes with the proposed Krausz Property Only alternative projects, as well as the Full Build-Out alternative projects, iv) determines project-related impacts associated with the Krausz Property Only and Full Build-Out alternative projects, v) presents recommendations for mitigation where appropriate, and vi) presents a mitigation sequencing program.



MAP SOURCE: THOMAS BROS. GUIDE

● STUDY INTERSECTION

LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

1
VICINITY MAP

KRAUSZ PROPERTY PROJECT

o:\job_file\3166\dwg\e1.dwg LDP 10:42:24 03/14/2003 rodriquez

PROJECT DESCRIPTION

The proposed Krausz Property project is located at 19601 Nordhoff Street in the Northridge area of the City of Los Angeles, California. The Krausz Property project site is generally bounded by Prairie Street to the north, Nordhoff Street to the south, Shirley Avenue to the east, and Corbin Avenue to the west. The Krausz Property project site comprises approximately 35.5 acres and is currently occupied by 340,000 square feet of building floor area used as research and development space. The existing research and development buildings will be removed as part of the proposed project.

Pursuant to the request of the City of Los Angeles Department of Planning staff, the two parcels of land located on the north side of Prairie Street between Corbin Avenue and Shirley Avenue were also included as part of the traffic impact analysis of the proposed project (designated as the "Add Areas"). The Add Areas are not under the Applicant's control. The additional two parcels of land, which comprise approximately eight acres, are currently occupied by 132,665 square feet of light industrial space, 49,920 square feet of manufacturing space, 97,554 square feet of storage facility space, a tennis club with seven tennis courts, and a 0.93 acre multi-purpose recreation facility with a skate park and soccer field. Therefore, this analysis has been separated into two phases of development with the Krausz Property Only phase consisting of the development of the contiguous 35.5 acre property, and Full Build-Out which includes both the Krausz Property and the two additional parcels, for a total of 43.5 acres.

It should be noted that the Krausz Property includes 5.5 acres of land approved for the development of a Homeplace Retirement facility, which consists of senior housing with 336 dwelling units, nursing home with 100 beds, and an assisted living facility with 50 dwelling units. The entitled Homeplace Retirement facility will be located on the northwest corner of the project site, near the intersection of Prairie Street and Corbin Avenue. Because the proposed project consists of a change in zoning for the Krausz Property, the Homeplace Retirement facility project is assumed as part of each development alternative.

The project involves the Zone change on the project site to C2-1 and a Plan Amendment to Community Commercial. A specific development program for the Krausz Property and the Add Areas is not known at this time. However, for assessment and planning purposes, eight potential development scenarios have been identified to demonstrate the range of development options. The Krausz Property and the Add Areas are shown on Exhibit 2.

Krausz Property Only Alternative Project Descriptions

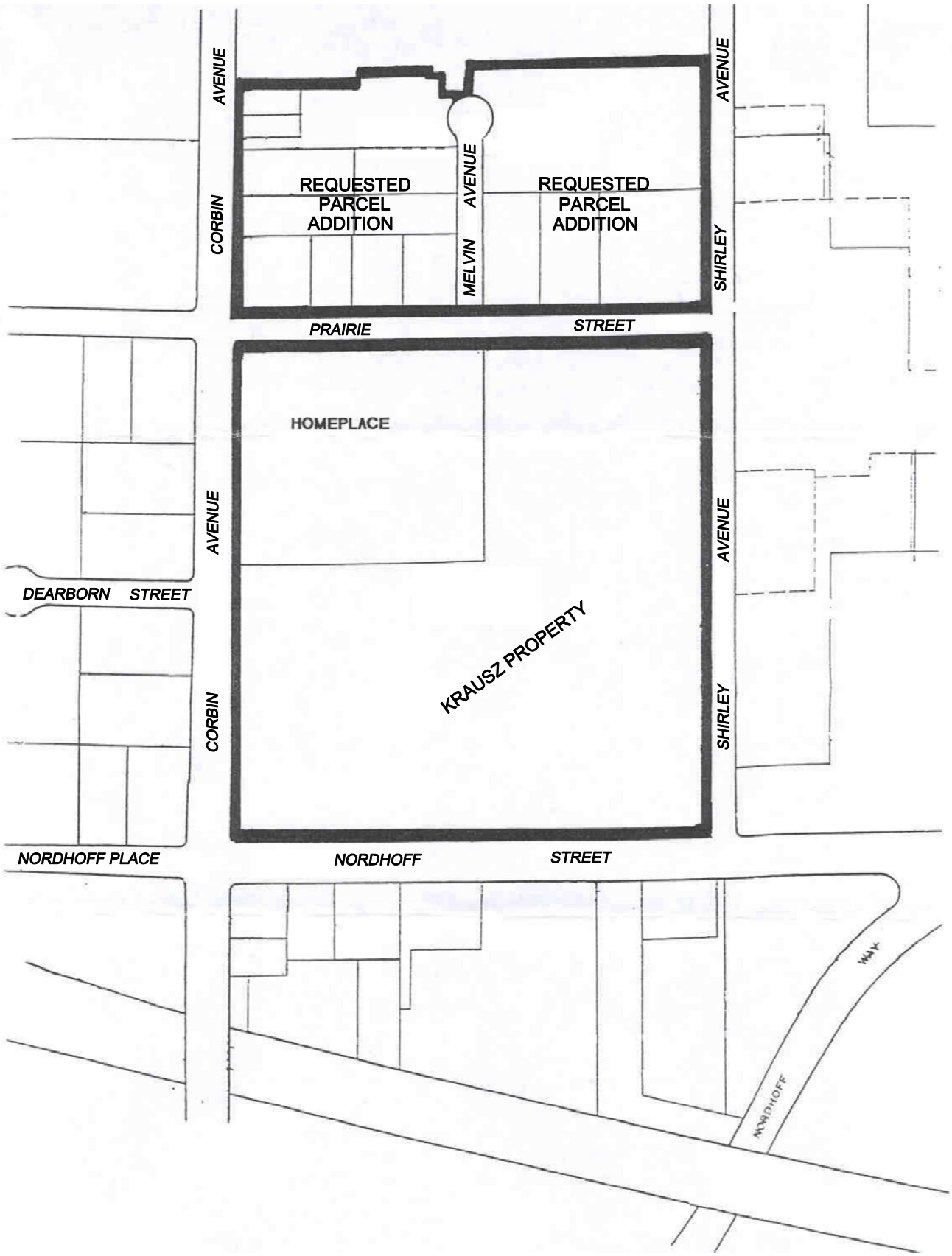
The proposed Krausz Property Only project includes four alternative project developments on the block bounded by Prairie Street, Nordhoff Street, Shirley Avenue and Corbin Avenue. The Alternative A project consists of retail use, the Alternative B project consists of office use, the Alternative C project consists of a mixed development with residential and retail uses, and the Alternative D project also consists of a mixed development with residential and office use. Development of the proposed alternative projects is planned to be completed by year 2005. Also, as previously discussed, all four Krausz Property Only alternative projects include the Homeplace Retirement facility project. The four Krausz Property Only alternative projects are discussed in the following paragraphs.

Krausz Property Only Alternative A Project

The proposed Krausz Property Only Alternative A project consists of the development of a shopping center with up to 340,000 gross square feet of building floor area, and the Homeplace Retirement facility to be located on the northwest corner of the project site.

Krausz Property Only Alternative B Project

The proposed Krausz Property Only Alternative B project consists of the development of office use with up to 930,000 gross square feet of building floor area, and the Homeplace Retirement facility located on the northwest corner of the project site.



LINSCOTT LAW & GREENSPAN
ENGINEERS

N
NOT TO SCALE

2
SITE PLAN

KRAUSZ PROPERTY PROJECT

Krausz Property Only Alternative C Project

The proposed Krausz Property Only Alternative C project consists of the development of a mixed-use development of a shopping center with up to 250,000 gross square feet of building floor area, residential condominiums with up to 300 dwelling units, and the Homeplace Retirement facility to be located on the northwest corner of the project site.

Krausz Property Only Alternative D Project

The proposed Krausz Property Only Alternative D project consists of the development of a mixed-use development of office use with up to 690,000 gross square feet of building floor area, residential condominiums with up to 300 dwelling units, and the Homeplace Retirement facility to be located on the northwest corner of the project site.

Full Build-Out Project Descriptions

The proposed Full Build-Out project includes four alternative project developments on the Krausz Property plus the Add Areas located north of Prairie Street. The Alternative A project consists of retail use, the Alternative B project consists of office use, the Alternative C project consists of a mixed-use development with residential and retail uses, and the Alternative D project consists of a mixed-use development with residential and office use. Development of the proposed alternative projects is planned to be completed by year 2005. Also, as previously discussed, all four Full Build-Out alternative projects include the Homeplace Retirement facility project. The four Full Build-Out alternative projects are discussed in the following paragraphs.

Full Build-Out Alternative A Project

The proposed Full Build-Out Alternative A project at full-build out consists of the development of a shopping center with up to 540,000 gross square feet of building floor area, and the Homeplace Retirement facility to be located on the northwest corner of the Krausz Property site.

Full Build-Out Alternative B Project

The proposed Full Build-Out Alternative B project at full-build out consists of the development of office use with up to 1,516,000 gross square feet of building floor area, and the Homeplace Retirement facility located on the northwest corner of the Krausz Property site.

Full Build-Out Alternative C Project

The proposed Full Build-Out Alternative C project at full-build out consists of the development of a mixed-use development of a shopping center with up to 400,000 gross square feet of building floor area, residential condominiums with up to 400 dwelling units, and the Homeplace Retirement facility to be located on the northwest corner of the Krausz Property site.

Full Build-Out Alternative D Project

The proposed Full Build-Out Alternative D project at full-build out consists of the development of a mixed-use development of office use with up to 1,125,000 gross square feet of building floor area, residential condominiums with 400 dwelling units, and the Homeplace Retirement facility to be located on the northwest corner of the Krausz Property site.

SITE ACCESS

It should be noted that specific vehicular access points to and from both the Krausz Property Only or Full Build-Out sites have not been determined at this time. As noted earlier, the areas associated with the Krausz Property Only and Full Build-Out Alternatives A, B, C, and D are illustrated in Exhibit 2. For purposes of analysis, it is assumed that vehicular access to the project site will be provided via Prairie Street, Nordhoff Street, Shirley Avenue, and Corbin Avenue for the Krausz Property Only development alternatives, as well as for the Full Build-Out development alternatives. It is anticipated that full access (both ingress and egress) turning movements will be accommodated at the project driveways.

EXISTING STREET SYSTEM

Immediate access to the site is provided via Prairie Street, Nordhoff Street, Shirley Avenue, and Corbin Avenue. The following 39 study intersections were selected by City of Los Angeles staff for analysis of potential impacts due to the proposed project:

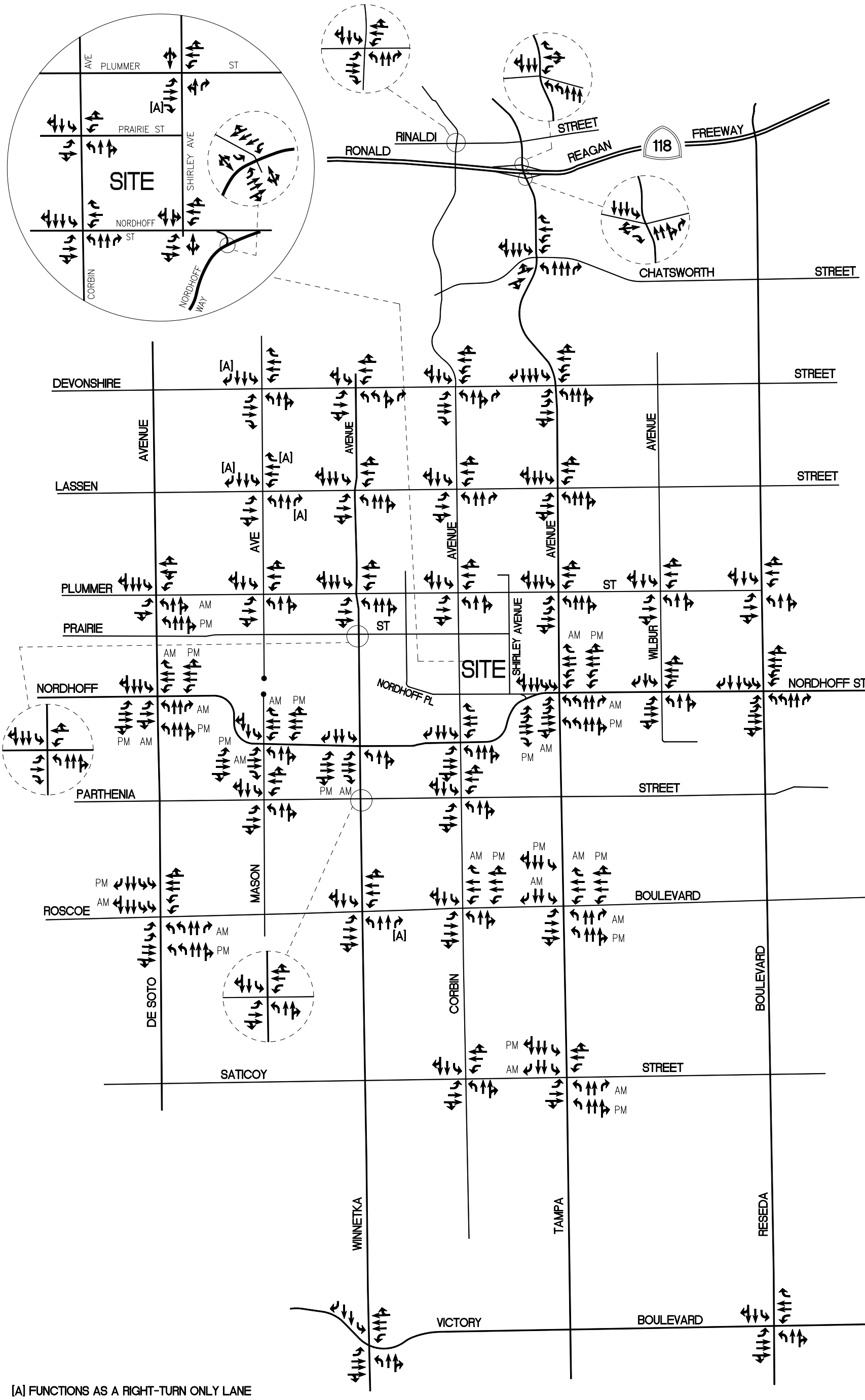
1. De Soto Avenue and Plummer Street.
2. De Soto Avenue and Nordhoff Street.
3. De Soto Avenue and Roscoe Boulevard.
4. Winnetka Avenue and Devonshire Street.
5. Winnetka Avenue and Lassen Street.
6. Winnetka Avenue and Plummer Street.
7. Winnetka Avenue and Prairie Street.
8. Winnetka Avenue and Nordhoff 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. The existing lane configurations at the 39 study intersections are displayed in Exhibit 3. A brief description of the important roadways in the project vicinity is provided in the following paragraphs.

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. De Soto Avenue is posted for a 40 miles per hour (MPH) speed limit north of Roscoe Boulevard, and a 35 MPH speed limit south of Roscoe Boulevard. In the project vicinity, peak hour



[A] FUNCTIONS AS A RIGHT-TURN ONLY LANE

o:\job_file\3166\dwg\e3.dwg LDP 11:32:08 03/14/2003 rodriquez

LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

3

EXISTING LANE CONFIGURATIONS

KRAUSZ PROPERTY PROJECT

parking prohibitions are posted for 7:00 to 9:30 AM on the west side of the roadway (i.e., southbound direction) and from 3:00 to 7:00 PM on the east side of the roadway (i.e., northbound direction). 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 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. The posted speed limit on Chatsworth Street is 40 MPH.

Rinaldi Street is an east-west major highway located north of the project area. 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 proposed project. 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. The posted speed limit on Devonshire Street is 35 MPH west of De Soto Avenue and 40 MPH east of De Soto Avenue.

Lassen Street is an east-west secondary highway located north of the proposed 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. The posted speed limit on Lassen Street is 35 MPH. Bus stops for MTA Route 168 are provided along Lassen Street, in the project vicinity.

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 8:00 AM and 6:00 PM is provided on both sides of Plummer Street east of Reseda Boulevard. The posted speed limit on Plummer Street is 35 MPH, except between Winnetka Avenue and Tampa Avenue, where the posted speed limit is 40 MPH. 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. The posted speed limit on Prairie Street is 30 MPH. 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 at during the afternoon peak commuter period (4:00 to 6:00 PM). Bus stops for MTA Routes 166 and 243, and LADOT DASH are provided at various locations along Nordhoff Street. A speed limit of 40 MPH is posted for 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. The posted speed limit on Parthenia Street in the project vicinity is 40 MPH.

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 intersection 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 (4:00 to 7:00 PM), and also during the morning peak commuter period (7:00 to 9:00 AM) along the south side of the roadway east of De Soto Avenue. A speed limit of 35 MPH is posted for Roscoe Boulevard. 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. Saticoy Street is posted for a 35 MPH speed limit 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. A speed limit of 40 MPH is posted for Victory Boulevard. 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. A speed limit of 40 MPH is posted for Winnetka Avenue north of Nordhoff Street and 35 MPH south of Nordhoff Street. 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. Near Saticoy Street, curbside parking is generally permitted on both sides of Corbin Avenue. The posted speed limit on Corbin Avenue is 40 MPH north of Lassen Street and 35 MPH south of Lassen Street. 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 (4:00 to 7:00 PM) from just north of Roscoe Boulevard to Saticoy Street in the project vicinity. The posted speed limit on Tampa Avenue is 40 MPH north of Parthenia Street, and 35 MPH south of Parthenia 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 7:00 AM and 5:00 PM 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. The posted speed limit on Mason Avenue is 35 MPH. Bus stops for MTA Route 243 are provided along Mason Avenue in the project vicinity.

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 Avenue and on the west side south of Nordhoff Street. Wilbur Avenue has a posted speed limit of 40 MPH north of Nordhoff Street and 30 MPH 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. The posted speed limit on Reseda Boulevard in the project vicinity is 35 MPH. 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 located 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 intersection with Nordhoff Street. Dual right-turn only lanes are provided in the southbound direction 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 8:00 AM and 6:00 PM is provided on both sides of Zelzah Avenue south of Nordhoff Street. Zelzah Avenue has a posted speed limit of 35 MPH north of Nordhoff Street and 25 MPH south of Nordhoff Street.

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 determined the peak hour traffic volume. The manual counts were conducted by a traffic count subconsultant, Accutek Traffic Data, at 41 study intersections from 7:00 to 10:00 AM to determine the AM peak commuter hour, and from 3:00 to 6:00 PM to determine the PM peak commuter hour. The AM and PM peak hour traffic counts for the remaining study intersections were obtained from records on file at LADOT. The traffic count data obtained from records on file at LADOT were increased at a rate of 1.0% per year to reflect existing 2002 conditions. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with peak commuter hours.

The AM and PM peak period manual counts of turning vehicles at the 39 study intersections are summarized in Table 1. The existing traffic volumes at the study intersections during the AM and PM peak hours are shown on Exhibits 4 and 5, respectively. Summary data worksheets of the manual counts are contained in Appendix A.

PROJECT TRAFFIC GENERATION

Traffic volumes expected to be generated by the proposed project 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. Traffic volumes expected to be generated by the proposed project were forecast based on the number of dwelling units for the residential components, the number of beds and dwelling units for the Homeplace facility, and trip rates per thousand square feet of building floor area for the retail and office components. ITE Land Use Code 820 (Shopping Center) trip generation equation rates were used to forecast the traffic volumes expected to be generated by the retail use. ITE Land Use Code 710 (General Office) trip generation equation rates were used to forecast the traffic volumes expected to be generated by the office use. ITE Land Use Code 230 (Condominium/Townhouse) trip generation equation rates were used to forecast the traffic volumes expected to be generated by the condominium use component of the proposed project.

LINSCOTT LAW & GREENSPAN
ENGINEERS

Table 1
EXISTING TRAFFIC VOLUMES
Krausz Property Project

03-Jun-2003

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR BEGAN	AM PEAK HOUR VOLUME	PM PEAK HOUR BEGAN	PM PEAK HOUR VOLUME
1	De Soto Avenue and Plummer Street [1]	03/14/02	NB	7:15	1,809	4:30	2,710
			SB		2,225		1,435
			EB		322		355
			WB		790		689
2	De Soto Avenue and Nordhoff Street [2]	01/25/01	NB	7:00	504	5:00	19
			SB		34		87
			EB		1,369		121
			WB		594		467
3	De Soto Avenue and Roscoe Boulevard [1]	03/14/02	NB	7:30	1,145	4:45	1,717
			SB		1,884		1,520
			EB		1,243		1,811
			WB		1,265		1,144
4	Winnetka Avenue and Devonshire Street [1]	03/12/02	NB	7:15	442	4:30	1,035
			SB		23		30
			EB		1,061		1,067
			WB		1,297		955
5	Winnetka Avenue and Lassen Street [1]	03/12/02	NB	7:15	778	4:30	1,391
			SB		853		440
			EB		1,003		1,204
			WB		1,140		689
6	Winnetka Avenue and Plummer Street [1]	03/12/02	NB	7:15	1,075	4:30	1,659
			SB		1,742		708
			EB		574		1,096
			WB		959		574
7	Winnetka Avenue and Prairie Street [1]	03/12/02	NB	7:15	1,502	4:45	1,760
			SB		2,045		956
			EB		113		248
			WB		149		405
8	Winnetka Avenue and Nordhoff Street [1]	03/12/02	NB	7:15	1,511	4:30	1,342
			SB		1,843		1,504
			EB		835		1,840
			WB		1,293		892
9	Winnetka Avenue and Parthenia Street [1]	03/12/02	NB	7:15	1,401	4:30	1,526
			SB		1,725		1,666
			EB		733		1,310
			WB		1,186		1,250
10	Winnetka Avenue and Roscoe Boulevard [1]	03/14/02	NB	7:30	1,198	4:45	1,254
			SB		1,502		1,327
			EB		1,077		1,369
			WB		1,307		1,109

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

LINSCOTT LAW & GREENSPAN
ENGINEERS

Table 1(Continued)
EXISTING TRAFFIC VOLUMES
Krausz Property Project

03-Jun-2003

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR BEGAN	AM PEAK HOUR VOLUME	PM PEAK HOUR BEGAN	PM PEAK HOUR VOLUME
11	Winnetka Avenue and Victory Boulevard [2]	03/27/01	NB	7:00	1,789	5:00	1,182
			SB		1,393		1,544
			EB		1,662		1,292
			WB		1,322		1,354
12	Corbin Avenue and Rinaldi Street [1]	03/13/02	NB	7:30	189	5:00	670
			SB		221		208
			EB		628		870
			WB		847		835
13	Corbin Avenue and Devonshire Street [1]	04/02/02	NB	7:15	562	4:45	1,395
			SB		1,218		474
			EB		1,178		1,641
			WB		2,130		1,278
14	Corbin Avenue and Lassen Street [1]	03/12/02	NB	7:15	655	4:45	1,767
			SB		1,698		730
			EB		1,154		1,247
			WB		1,380		706
15	Corbin Avenue and Plummer Street [1]	04/02/02	NB	7:30	804	5:00	1,799
			SB		1,705		820
			EB		545		1,384
			WB		1,212		606
16	Corbin Avenue and Prairie Street [1]	03/07/02	NB	7:30	1,329	4:30	1,613
			SB		1,379		1,175
			EB		56		498
			WB		100		196
17	Corbin Avenue and Nordhoff Place/ Nordhoff Street [2]	02/21/01	NB	7:00	1,384	5:00	968
			SB		1,540		1,289
			EB		1,557		1,889
			WB		1,663		1,903
18	Corbin Avenue and Nordhoff Street/ Nordhoff Way [1]	03/13/02	NB	7:15	1,568	4:30	1,524
			SB		1,258		1,715
			EB		715		1,792
			WB		1,213		694
19	Corbin Avenue and Parthenia Street [1]	03/12/02	NB	7:15	1,590	4:45	1,460
			SB		1,237		1,396
			EB		953		1,255
			WB		1,413		1,320
20	Corbin Avenue and Roscoe Boulevard [1]	03/13/02	NB	7:30	1,063	5:00	1,196
			SB		1,407		1,312
			EB		1,193		1,406
			WB		1,192		1,251

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

LINSCOTT LAW & GREENSPAN
ENGINEERS

Table 1(Continued)
EXISTING TRAFFIC VOLUMES
Krausz Property Project

03-Jun-2003

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR BEGAN	AM PEAK HOUR VOLUME	PM PEAK HOUR BEGAN	PM PEAK HOUR VOLUME
21	Corbin Avenue and Saticoy Street [1]	03/14/02	NB	7:15	1,058	5:00	1,240
			SB		1,390		1,205
			EB		1,298		1,422
			WB		1,395		1,305
22	Shirley Avenue and Plummer Street [1]	03/07/02	NB	7:15	59	4:45	504
			SB		30		34
			EB		535		1,369
			WB		1,482		594
23	Shirley Avenue and Nordhoff Street [1]	03/07/02	NB	7:45	19	4:45	88
			SB		87		262
			EB		121		463
			WB		467		531
24	Nordhoff Street and Nordhoff Way [1]	04/02/02	NB	7:15	9	4:45	105
			SB		62		545
			EB		667		1,370
			WB		1,174		733
25	Tampa Avenue and SR-118 WB Ramps [1]	03/13/02	NB	7:30	618	5:00	1,173
			SB		892		597
			EB		0		0
			WB		1,680		1,531
26	Tampa Avenue and SR-118 EB Ramps [1]	03/13/02	NB	7:15	1,540	4:45	2,361
			SB		2,331		1,611
			EB		664		596
			WB		0		0
27	Tampa Avenue and Chatsworth Street [2]	04/02/02	NB	8:00	1,189	5:00	2,158
			SB		2,363		1,806
			EB		144		154
			WB		482		303
28	Tampa Avenue and Devonshire Street [1]	03/12/02	NB	7:15	1,051	4:45	1,843
			SB		1,717		1,193
			EB		916		1,267
			WB		1,398		871
29	Tampa Avenue and Lassen Street [1]	03/13/02	NB	7:15	1,024	4:45	1,815
			SB		1,821		1,305
			EB		1,068		1,432
			WB		1,494		825
30	Tampa Avenue and Plummer Street [1]	03/13/02	NB	7:15	1,033	4:30	1,468
			SB		1,838		1,351
			EB		554		1,888
			WB		1,247		558

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

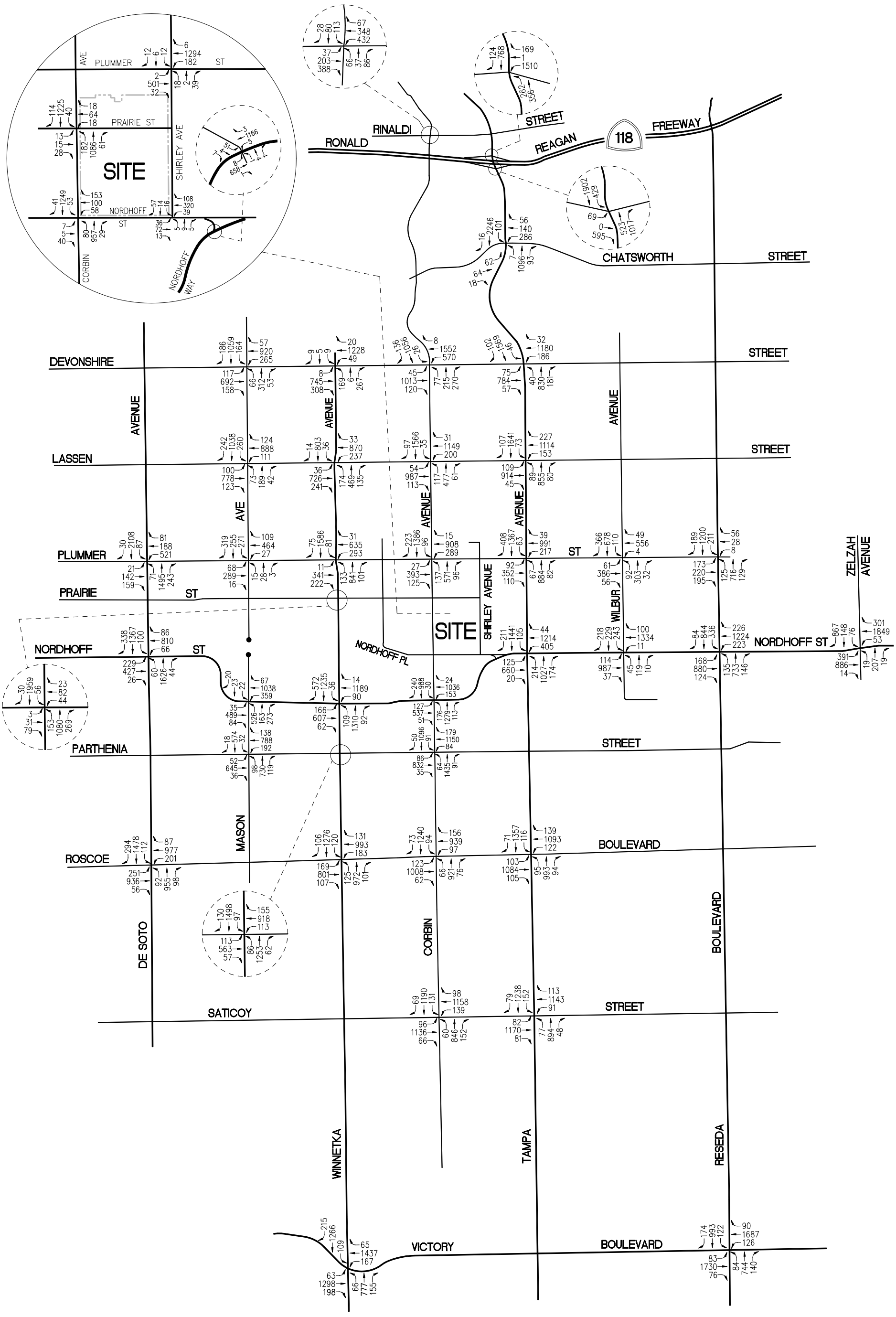
LINSCOTT LAW & GREENSPAN
ENGINEERS

Table 1(Continued)
EXISTING TRAFFIC VOLUMES
Krausz Property Project

03-Jun-2003

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR BEGAN	AM PEAK HOUR VOLUME	PM PEAK HOUR BEGAN	PM PEAK HOUR VOLUME
31	Tampa Avenue and Nordhoff Street [1]	03/13/02	NB	7:15	1,415	4:30	1,789
			SB		1,757		1,393
			EB		805		1,662
			WB		1,663		1,322
32	Tampa Avenue and Roscoe Boulevard [1]	03/13/02	NB	7:15	1,182	5:00	1,357
			SB		1,544		1,441
			EB		1,292		1,497
			WB		1,354		1,467
33	Tampa Avenue and Saticoy Street [1]	03/14/02	NB	7:30	1,019	5:00	1,421
			SB		1,469		1,447
			EB		1,333		1,499
			WB		1,347		1,381
34	Wilbur Avenue and Plummer Street [1]	03/13/02	NB	7:15	427	4:45	598
			SB		1,154		481
			EB		503		1,207
			WB		609		506
35	Wilbur Avenue and Nordhoff Street [1]	03/14/02	NB	7:15	174	4:45	254
			SB		690		352
			EB		1,138		1,747
			WB		1,445		1,339
36	Reseda Boulevard and Plummer Street [1]	03/14/02	NB	7:15	970	4:30	1,512
			SB		1,600		2,665
			EB		588		731
			WB		92		487
37	Reseda Boulevard and Nordhoff Street [1]	03/14/02	NB	7:30	1,014	3:30	1,384
			SB		1,264		1,540
			EB		1,172		1,557
			WB		1,673		1,663
38	Reseda Boulevard and Victory Boulevard [1]	03/14/02	NB	7:30	968	5:00	1,250
			SB		1,289		1,089
			EB		1,889		2,067
			WB		1,903		1,612
39	Zelzah Avenue and Nordhoff Street [1]	03/14/02	NB	7:30	245	5:00	306
			SB		1,091		970
			EB		1,291		2,360
			WB		2,203		1,477

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



o:\job_file\3166\dwg\e4.dwg LDP 10:50:55 03/14/2003 rodriquez

LINSCOTT LAW & GREENSPAN
ENGINEERS

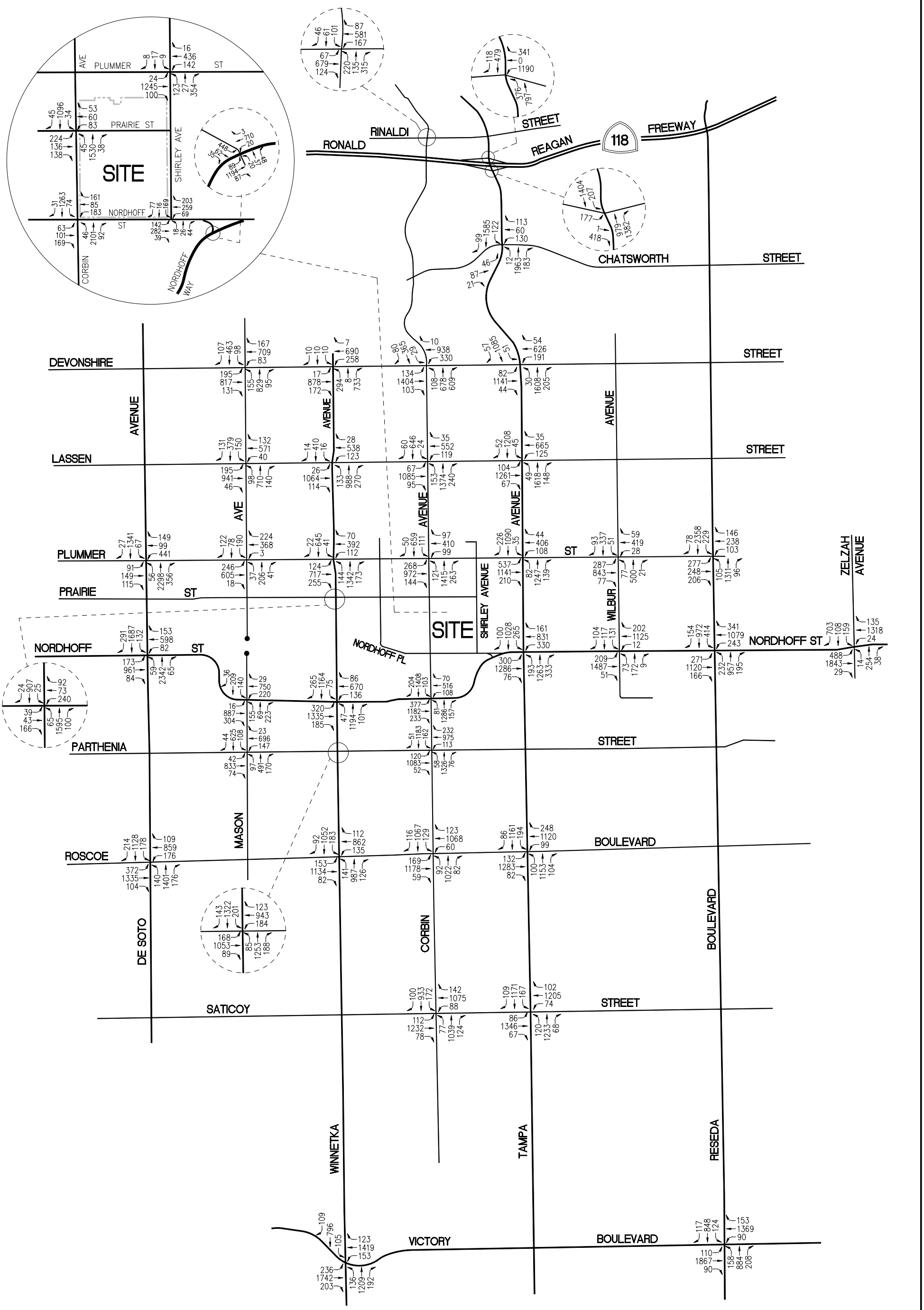
NOT TO SCALE

4

EXISTING TRAFFIC VOLUMES

AM PEAK HOUR

KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

5
EXISTING TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT

o:\job_file\3166\dwg\e5.dwg LDP 10:54:12 03/14/2003 rodriquez

In addition to the trip generation forecast for the proposed project (which is essentially an estimate of vehicles that could be expected to enter and exit the site access points), a forecast was made of the likely pass-by trips that could be anticipated at the site. 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 intersections, on recommended practice in Chapter 5 of the ITE *Trip Generation Handbook*, October, 1998, and on City of Los Angeles Department of Transportation policy on pass-by trips. A 20 percent (20%) pass-by adjustment has been applied to the project AM and PM peak hour traffic volumes forecasts, as well as to the daily traffic volume forecast for the retail component of the Krausz Property Only and Full Build-Out Alternative A project. A 30 percent (30%) pass-by adjustment has been applied to the project AM and PM peak hour trip generation forecast, as well as to the daily traffic volume forecasts for the retail component of the Krausz Property Only and Full Build-Out Alternative C project.

In addition, a 10 percent (10.0%) internal capture reduction was applied to the forecast residential use traffic volumes based on the anticipated internal site interaction between the office or retail uses and the residential use. The internal capture reduction has been applied to the project AM and PM peak hour traffic volumes forecasts, as well as to the daily traffic volume forecast for the residential component of the Krausz Property Only and Full Build-Out Alternative C and D projects.

It should be noted that the project trip generation forecast includes a trip generation credit for the existing research and development use on-site, which is planned for demolition. ITE Land Use 760 (Research & Development Center) trip generation rates were used to forecast the traffic volumes generated by the existing research and development use on-site. The Full-Build Out trip generation forecasts also include a trip generation credit for the existing land uses on the two additional parcels of land north of Prairie Street (i.e., the Add Areas). ITE Land Use 110 (Light Industrial) trip generation average rates were used to forecast the traffic volumes generated by the existing light industrial uses on the two additional parcels of land. ITE Land Use 140 (Manufacturing) trip generation average rates were used to forecast the traffic volumes generated by the existing

manufacturing uses on the two additional parcels of land. ITE Land Use 151 (Mini-Warehouse) trip generation average rates were used to forecast the traffic volumes generated by the existing self storage facility on the two additional parcels of land. ITE Land Use 492 (Tennis Club) trip generation average rates were used to forecast the traffic volumes generated by the existing tennis facility on the two additional parcels of land. ITE Land Use 435 (Multi-Purpose Recreational Facility) trip generation average rates were used to forecast the traffic volumes generated by the existing skate park and soccer field land uses on the two additional parcels of land.

The traffic generation forecast for the Krausz Property Only project Alternatives A, B, C and D are summarized in Tables 2A, 2B, 2C, and 2D. The traffic generation forecast for the Full Build-Out project Alternatives A, B, C and D are summarized in Tables 3A, 3B, 3C, and 3D. The trip generation forecasts for both the Krausz Property Only and Full Build-Out project alternatives were submitted for review and approval by City staff. The following paragraphs provide more detailed discussion of the trip generation forecasts.

Krausz Property Only Alternative Projects Trip Generation

The following paragraphs provide a detailed discussion of the Krausz Property Only Alternative projects trip generation forecasts.

Krausz Property Only Alternative A Project

The trip generation forecast for the Krausz Property Only Alternative A project is summarized in Table 2A. As shown in Table 2A, the proposed project is expected to generate a net reduction of 87 vehicle trips (140 fewer inbound and 53 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).

ENGINEERS

Table 2A
TRIP GENERATION [1]
KRAUSZ PROPERTY ONLY ALTERNATIVE A PROJECT
Krausz Property Project

03-Jun-2003

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
Krausz Site								
Shopping Center [3]	340,000 GLSF	14,973	202	129	331	676	732	1,408
Less 20% Pass-By [4]		(2,995)	(40)	(26)	(66)	(135)	(146)	(282)
Subtotal Krausz Site		11,978	162	103	265	541	586	1,126
Homeplace Site [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 Homeplace Site		1,538	27	17	44	33	30	63
Existing Use								
Research & Development [6]	340,000 GSF	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal Existing Use		(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 not be applied to the study intersections located immediately adjacent to the project site.
[5] Source: "Traffic Assessment for the Proposed Homeplace Village Retirement Community", prepared by LLG, Engineers, July 26, 1999.
[6] ITE Land Use Code 760 (Research & Development) trip generation equation rates.

ENGINEERS

Table 2B
TRIP GENERATION [1]
KRAUSZ PROPERTY ONLY ALTERNATIVE B PROJECT
Krausz Property Project

03-Jun-2003

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Krausz Site								
General Office [3]	930,000 GSF	7,358	970	132	1,102	191	931	1,122
Subtotal Krausz Site		7,358	970	132	1,102	191	931	1,122
Homeplace Site [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 Homeplace Site		1,538	27	17	44	33	30	63
Existing Use:								
Research & Development [5]	340,000 GSF	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal Existing Use		(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 Village Retirement Community", prepared by LLG, Engineers, July 26, 1999.
[5] ITE Land Use Code 760 (Research & Development) trip generation equation rates.

ENGINEERS

Table 2C
TRIP GENERATION [1]
KRAUSZ PROPERTY ONLY ALTERNATIVE C PROJECT
Krausz Property Project

03-Jun-2003

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Krausz Site								
Shopping Center [3]	250,000 GLSF	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 Krausz Site		11,320	153	177	331	533	523	1,057
Homeplace Site [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 Homeplace Site		1,538	27	17	44	33	30	63
Existing Use								
Research & Development [8]	340,000 GSF	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal Existing Use		(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 not 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 Village 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 (Raquet Club) average trip generation rates.
[13] ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

ENGINEERS

Table 2D
TRIP GENERATION [1]
KRAUSZ PROPERTY ONLY ALTERNATIVE D PROJECT
Krausz Property Project

03-Jun-2003

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
Krausz Site								
Office [3]	690,000 GLSF	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 Krausz Site		7,340	784	195	979	237	753	990
Homeplace Site [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 Homeplace Site		1,538	27	17	44	33	30	63
Existing Use								
Research & Development [7]	340,000 GSF	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal Existing Use		(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 Village Retirement Community", prepared by LLG, Engineers, July 26, 1999.
[7] ITE Land Use Code 760 (Research & Development) trip generation equation rates.

ENGINEERS

Table 3A
TRIP GENERATION [1]
FULL BUILD-OUT ALTERNATIVE A PROJECT
Krausz Property Project

03-Jun-2003

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Krausz Site								
Shopping Center [3]	540,000 GLSF	20,160	266	170	436	917	994	1,911
Less 20% Pass-By [4]		(4,032)	(53)	(34)	(87)	(183)	(199)	(382)
Subtotal Krausz Site		16,128	213	136	349	734	795	1,529
Homeplace Site [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 Homeplace Site		1,538	27	17	44	33	30	63
Existing Use								
Research & Development [6]	340,000 GSF	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial [7]	132,665 GSF	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing [8]	49,920 GSF	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse [9]	97,554 GSF	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club [10]	7 Courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multi-Purpose Recreation Facility [11]	0.93 Acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal Existing Use		(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 not be applied to the study intersections located immediately adjacent to the project site.
[5] Source: "Traffic Assessment for the Proposed Homeplace Village 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 (Raquet Club) average trip generation rates.
[11] ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

ENGINEERS

Table 3B
TRIP GENERATION [1]
FULL BUILD-OUT ALTERNATIVE B PROJECT
Krausz Property Project

03-Jun-2003

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Krausz Site								
General Office [3]	1,516,000 GSF	10,708	1,433	195	1,628	302	1,476	1,778
Subtotal Krausz Site		10,708	1,433	195	1,628	302	1,476	1,778
Homeplace Site [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 Homeplace Site		1,538	27	17	44	33	30	63
Existing Use:								
Research & Development [5]	340,000 GSF	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial [6]	132,665 GSF	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing [7]	49,920 GSF	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse [8]	97,554 GSF	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club [9]	7 Courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multi-Purpose Recreation Facility [10]	0.93 Acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal Existing Use		(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 Village 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 (Raquet Club) average trip generation rates.
[10] ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

ENGINEERS

Table 3C
TRIP GENERATION [1]
FULL BUILD-OUT ALTERNATIVE C PROJECT
Krausz Property Project

03-Jun-2003

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Krausz Site								
Shopping Center [3]	400,000 GLSF	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 Krausz Site		15,202	202	228	430	718	710	1,427
Homeplace Site [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 Homeplace Site		1,538	27	17	44	33	30	63
Existing Use								
Research & Development [8]	340,000 GSF	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial [9]	132,665 GSF	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing [10]	49,920 GSF	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse [11]	97,554 GSF	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club [12]	7 Courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multi-Purpose Recreation Facility [13]	0.93 Acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal Existing Use		(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] 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 Village 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 (Raquet Club) average trip generation rates.
[13] ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

ENGINEERS

Table 3D
TRIP GENERATION [1]
FULL BUILD-OUT ALTERNATIVE D PROJECT
Krausz Property Project

03-Jun-2003

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
Krausz Site								
Office [3]	1,125,000 GLSF	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 Krausz Site		10,420	1,152	268	1,421	344	1,171	1,515
Homeplace Site [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 Homeplace Site		1,538	27	17	44	33	30	63
Existing Use								
Research & Development [7]	340,000 GSF	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial [8]	132,665 GSF	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing [9]	49,920 GSF	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse [10]	97,554 GSF	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club [11]	7 Courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multi-Purpose Recreation Facility [12]	0.93 Acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal Existing Use		(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 (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 Village 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 (Raquet Club) average trip generation rates.
[12] ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

Krausz Property Only Alternative B Project

The trip generation forecast for the Krausz Property Only Alternative B project is summarized in Table 2B. As shown in Table 2B, the proposed project 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, the proposed project is expected to generate 817 net new vehicle trips (169 inbound and 648 outbound). Over a 24-hour period, the proposed project is forecast to generate 6,094 net new daily trip ends during a typical weekday (3,047 inbound and 3,047 outbound trips).

Krausz Property Only Alternative C Project

The trip generation forecast for the Krausz Property Only Alternative C project is summarized in Table 2C. As shown in Table 2C, the proposed project 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, the proposed project is expected to generate 752 net new vehicle trips (511 inbound and 240 outbound). Over a 24-hour period, the proposed project is forecast to generate 10,056 net new daily trip ends during a typical weekday (5,028 inbound and 5,028 outbound trips).

Krausz Property Only Alternative D Project

The trip generation forecast for the Krausz Property Only Alternative D project is summarized in Table 2D. As shown in Table 2D, the proposed project 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, the proposed project is expected to generate 685 net new vehicle trips (215 inbound and 471 outbound). Over a 24-hour period, the proposed project is forecast to generate 6,076 net new daily trip ends during a typical weekday (3,038 inbound and 3,038 outbound trips).

Full Build-Out Alternative Projects Trip Generation

The following paragraphs provide a detailed discussion of the Full Build-Out Alternative projects trip generation forecasts.

Full Build-Out Alternative A Project

The trip generation forecast for the Full Build-Out Alternative A project is summarized in Table 3A. As shown in Table 3A, the proposed project 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, the proposed project is expected to generate 1,000 net new vehicle trips (654 inbound and 346 outbound). Over a 24-hour period, the proposed project is forecast to generate 13,136 net new daily trip ends during a typical weekday (6,568 inbound and 6,568 outbound trips).

Full Build-Out Alternative B Project

The trip generation forecast for the Full Build-Out Alternative B project is summarized in Table 3B. As shown in Table 3B, the proposed project 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, the proposed project is expected to generate 1,249 net new vehicle trips (222 inbound and 1,027 outbound). Over a 24-hour period, the proposed project is forecast to generate 7,716 net new daily trip ends during a typical weekday (3,858 inbound and 3,858 outbound trips).

Full Build-Out Alternative C Project

The trip generation forecast for the Full Build-Out Alternative C project is summarized in Table 3C. As shown in Table 3C, the proposed project 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, the proposed project is expected to generate 898 net new vehicle trips (638 inbound and 260 outbound). Over a 24-hour period, the proposed project is forecast to generate 12,210 net new daily trip ends during a typical weekday (6,105 inbound and 6,105 outbound trips).

Full Build-Out Alternative D Project

The trip generation forecast for the Full Build-Out Alternative D project is summarized in Table 3D. As shown in Table 3D, the proposed project 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, the proposed project is expected to generate 986 net new vehicle trips (264 inbound and 722 outbound). Over a 24-hour period, the proposed project is forecast to generate 7,428 net new daily trip ends during a typical weekday (3,714 inbound and 3,714 outbound trips).

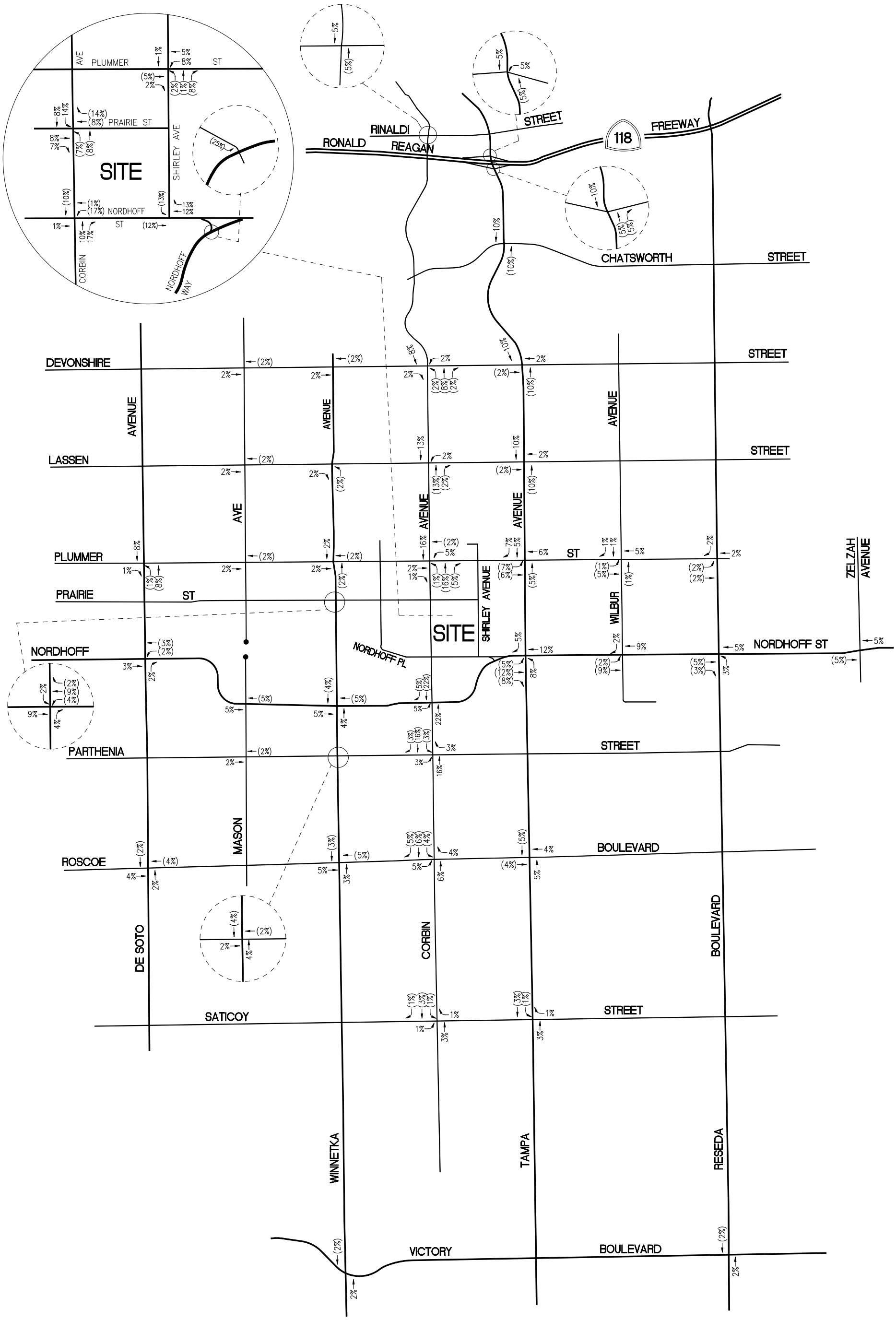
PROJECT TRIP DISTRIBUTION

Based on discussions with LADOT staff, a generalized distribution pattern was developed for the Krausz Property Only and the Full Build-Out Alternative projects. The project traffic was assigned to the local roadway system based on a traffic distribution pattern which reflected the proposed project 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 traffic distribution percentages for the Krausz Property Only and Full Build-Out Alternative A, B, C and D project descriptions are displayed in Exhibit 6. The corresponding forecast AM and PM peak hour traffic volumes for the Krausz Property Only Alternative projects development at the study intersections are shown in Exhibits 7A through 10B. The corresponding forecast AM and PM peak hour traffic volumes for the Full Build-Out alternative projects at the study intersections are shown in Exhibits 11A through 14B.

RELATED PROJECTS

A forecast of on-street traffic conditions prior to the occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the City of Los Angeles Departments of Planning and Transportation. The list of related projects in the area is presented in Table 4. The location of the related projects is displayed in Exhibit 15. The list of related projects was submitted for review and approval by LADOT staff.



XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

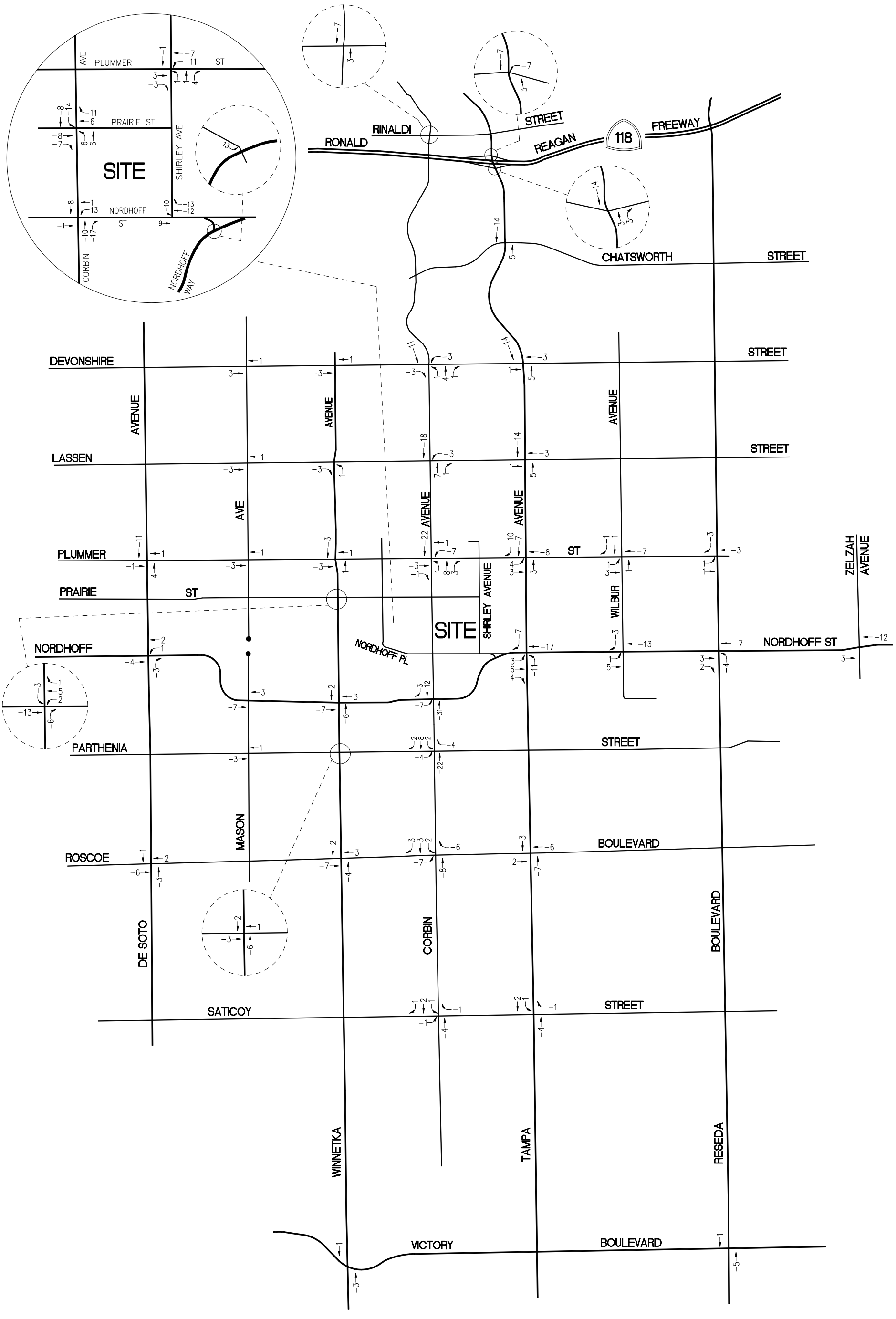
LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

6

PROJECT TRIP DISTRIBUTION

KRAUSZ PROPERTY PROJECT

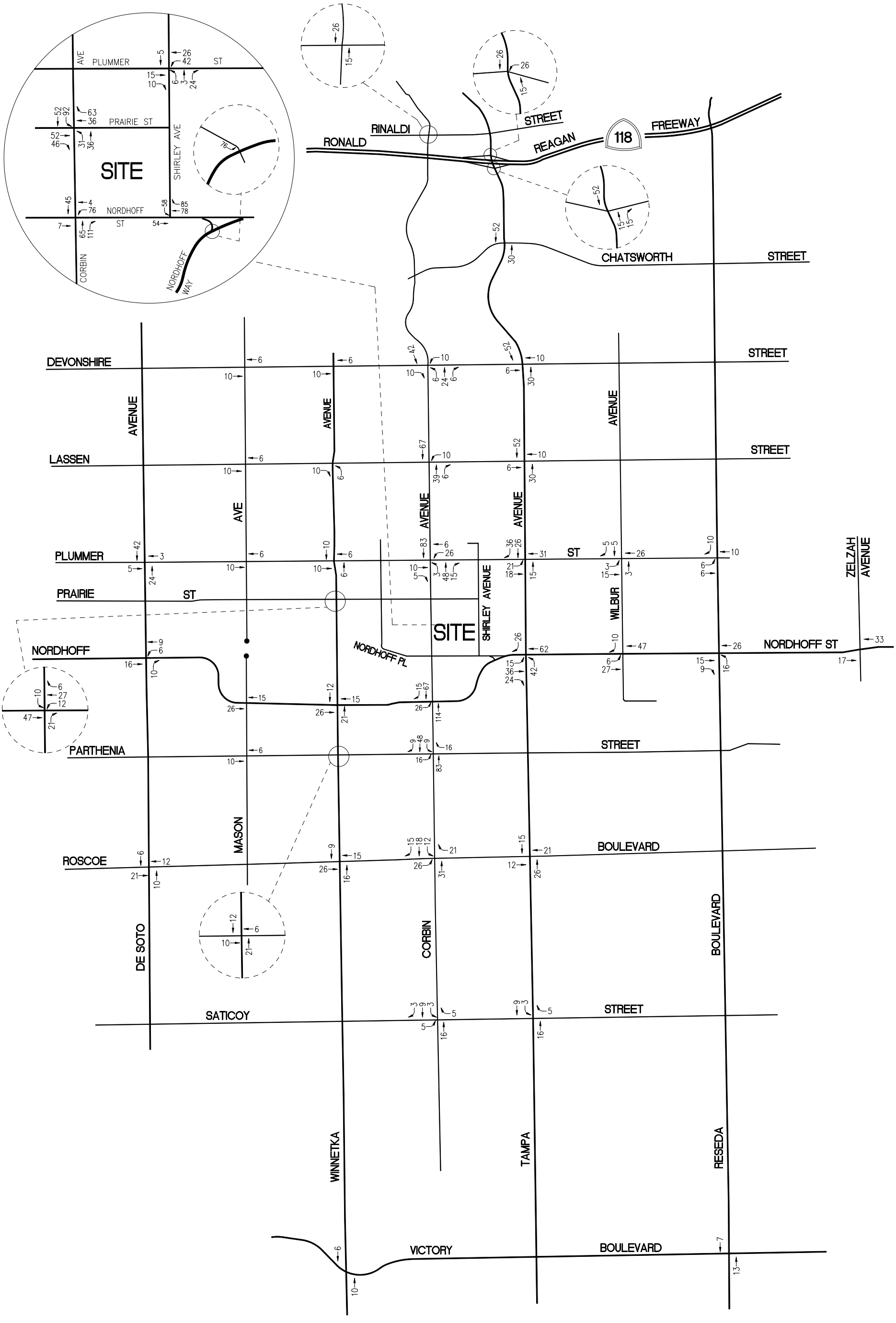


o:\job_file\3166\dwg\e7a.dwg LDP 11:02:26 03/14/2003 rodriquez

LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

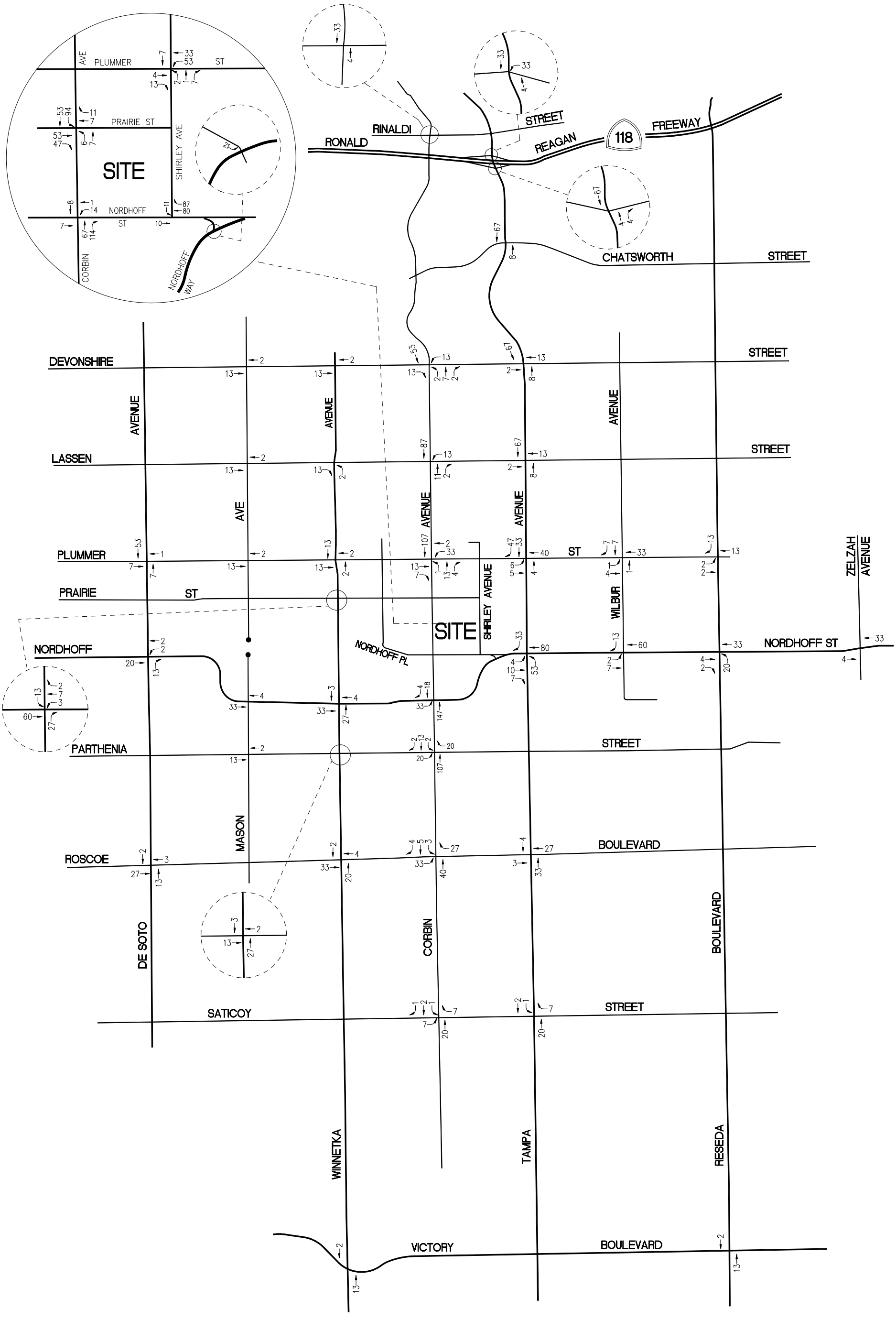
7A
KRAUSZ PROPERTY ONLY ALTERNATIVE A PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN ENGINEERS

NOT TO SCALE

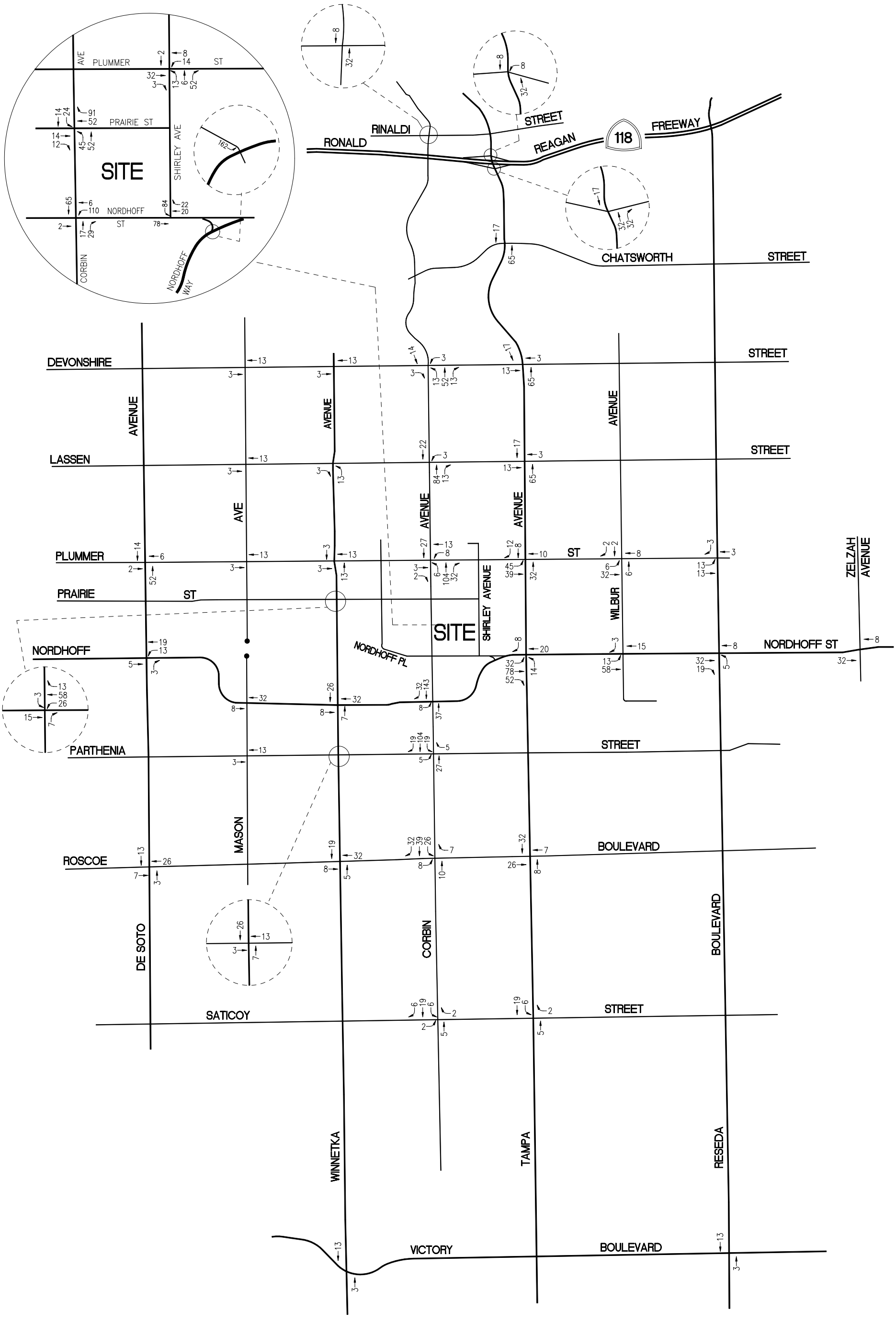
7B
KRAUSZ PROPERTY ONLY ALTERNATIVE A PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

8A
KRAUSZ PROPERTY ONLY ALTERNATIVE B PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT

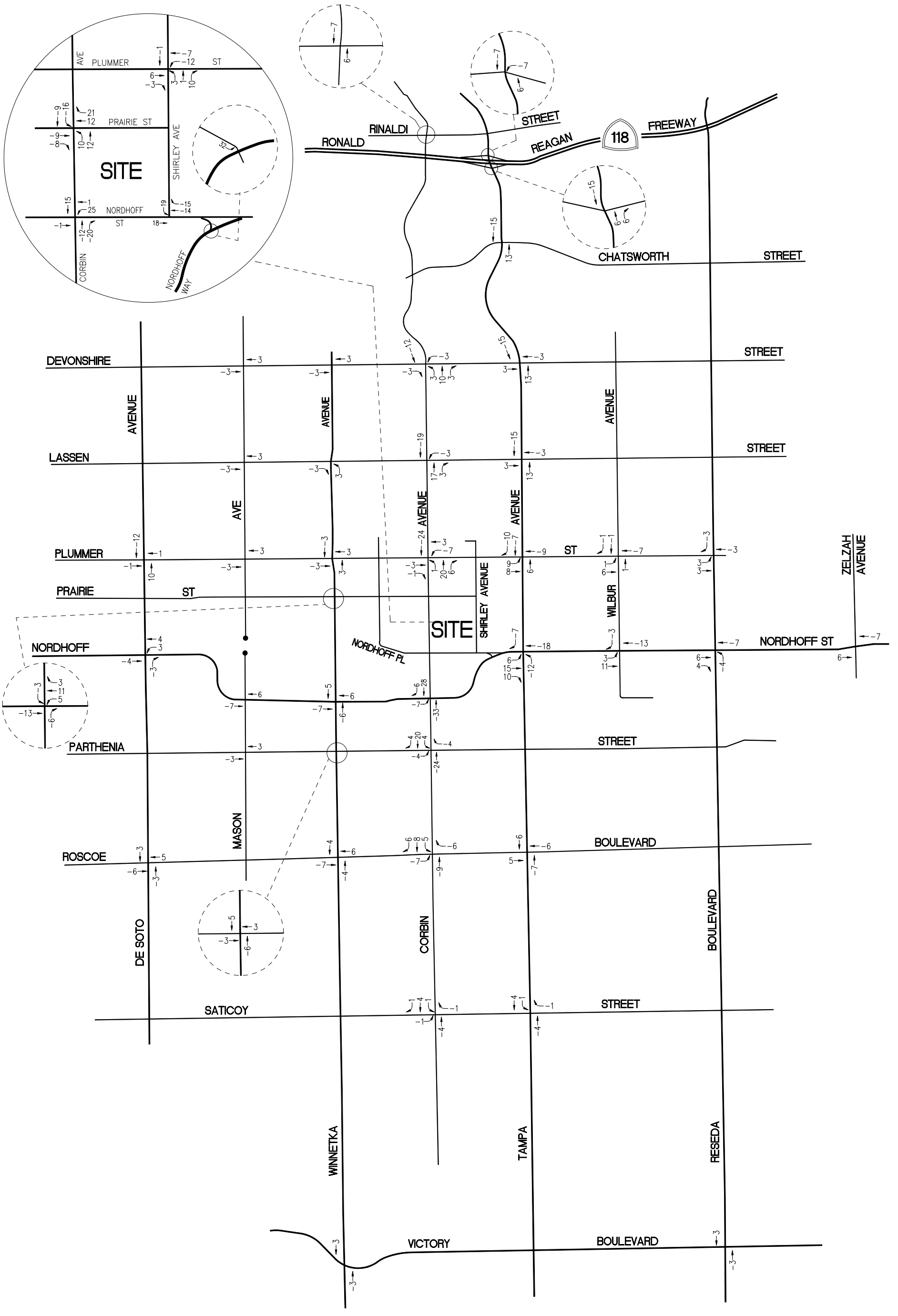


o:\job_file\3166\dwg\e8b.dwg LDP 10:23:45 03/20/2003 rodriquez

LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

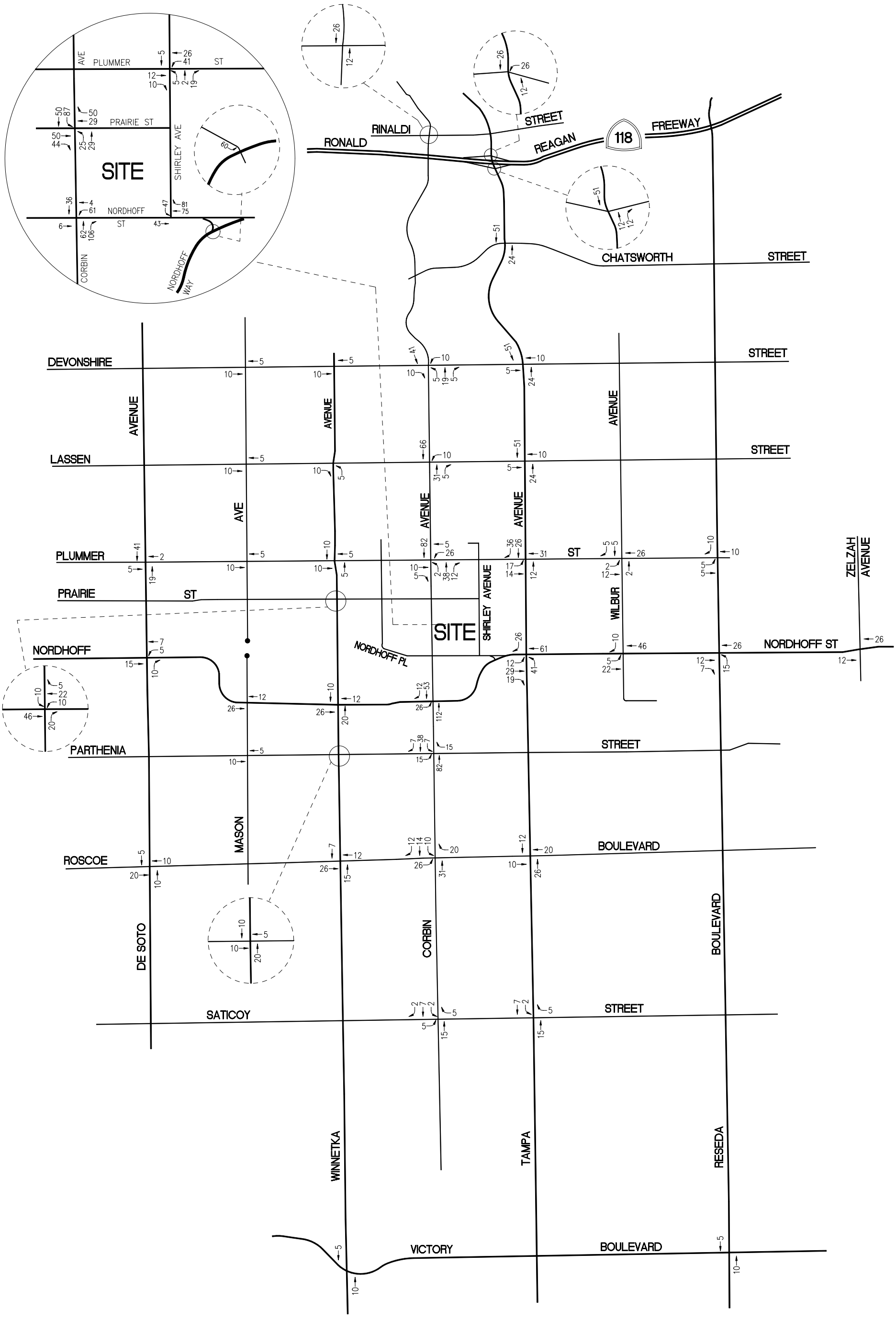
8B
KRAUSZ PROPERTY ONLY ALTERNATIVE B PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN ENGINEERS

NOT TO SCALE

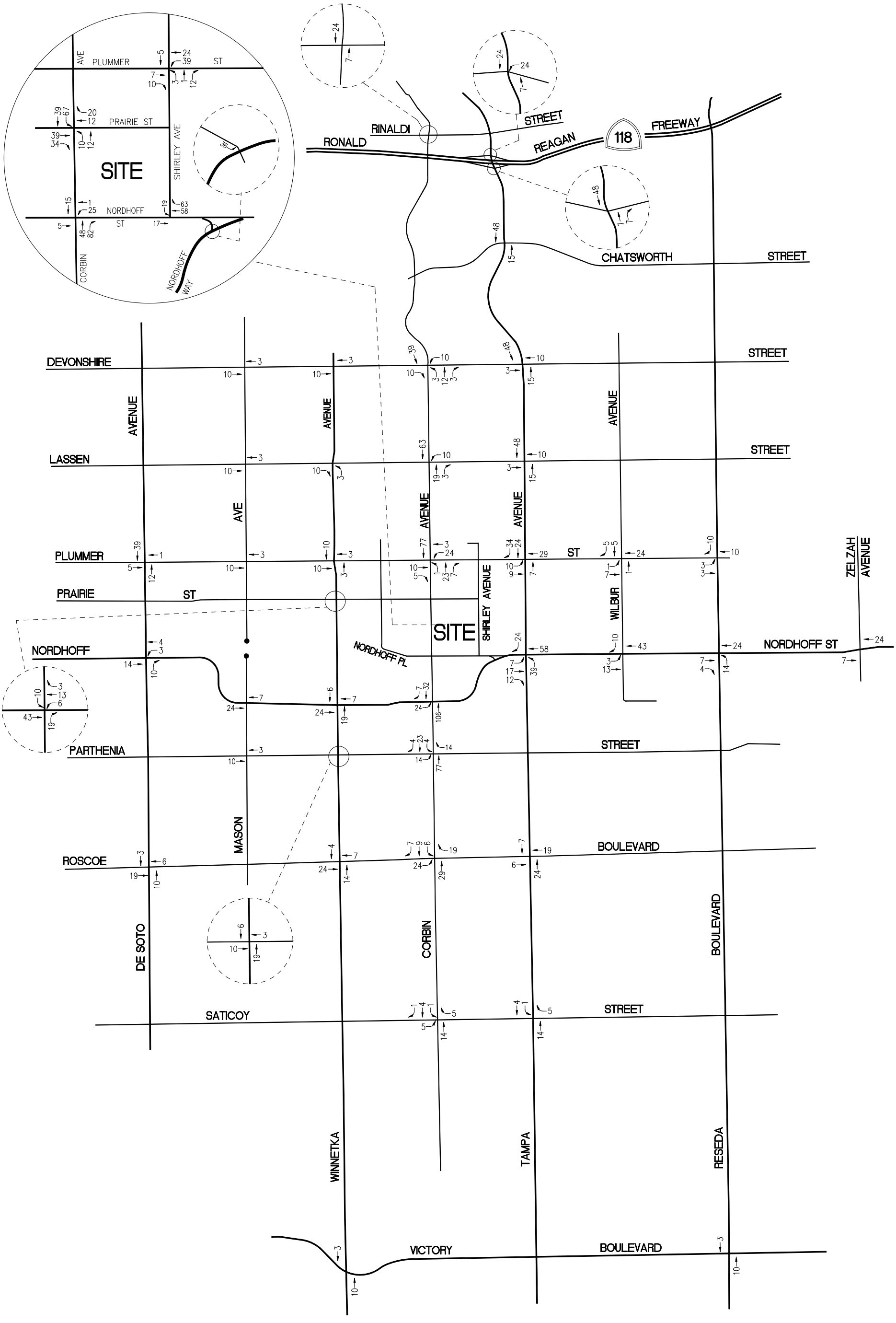
9A
KRAUSZ PROPERTY ONLY ALTERNATIVE C PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

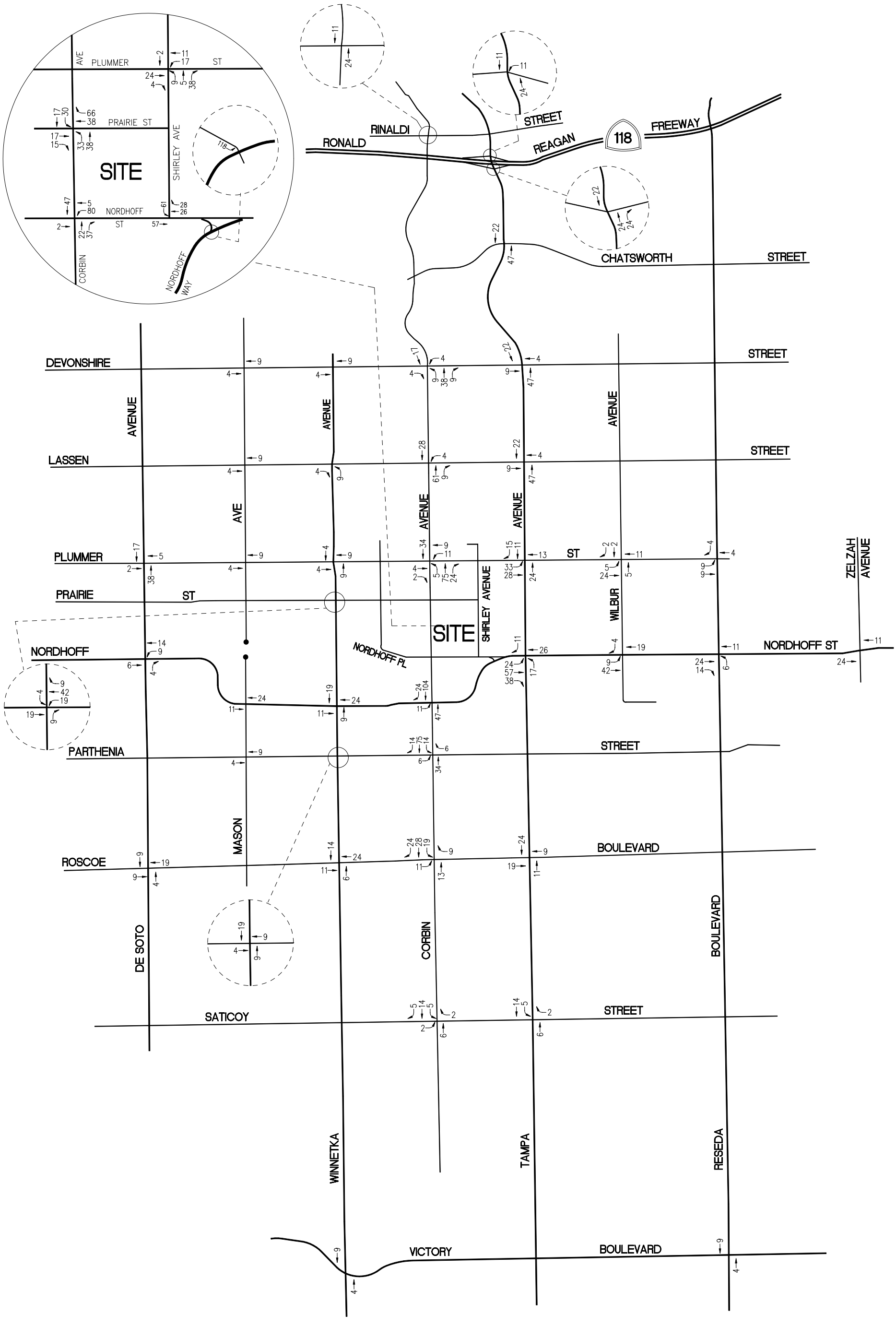
9B
KRAUSZ PROPERTY ONLY ALTERNATIVE C PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

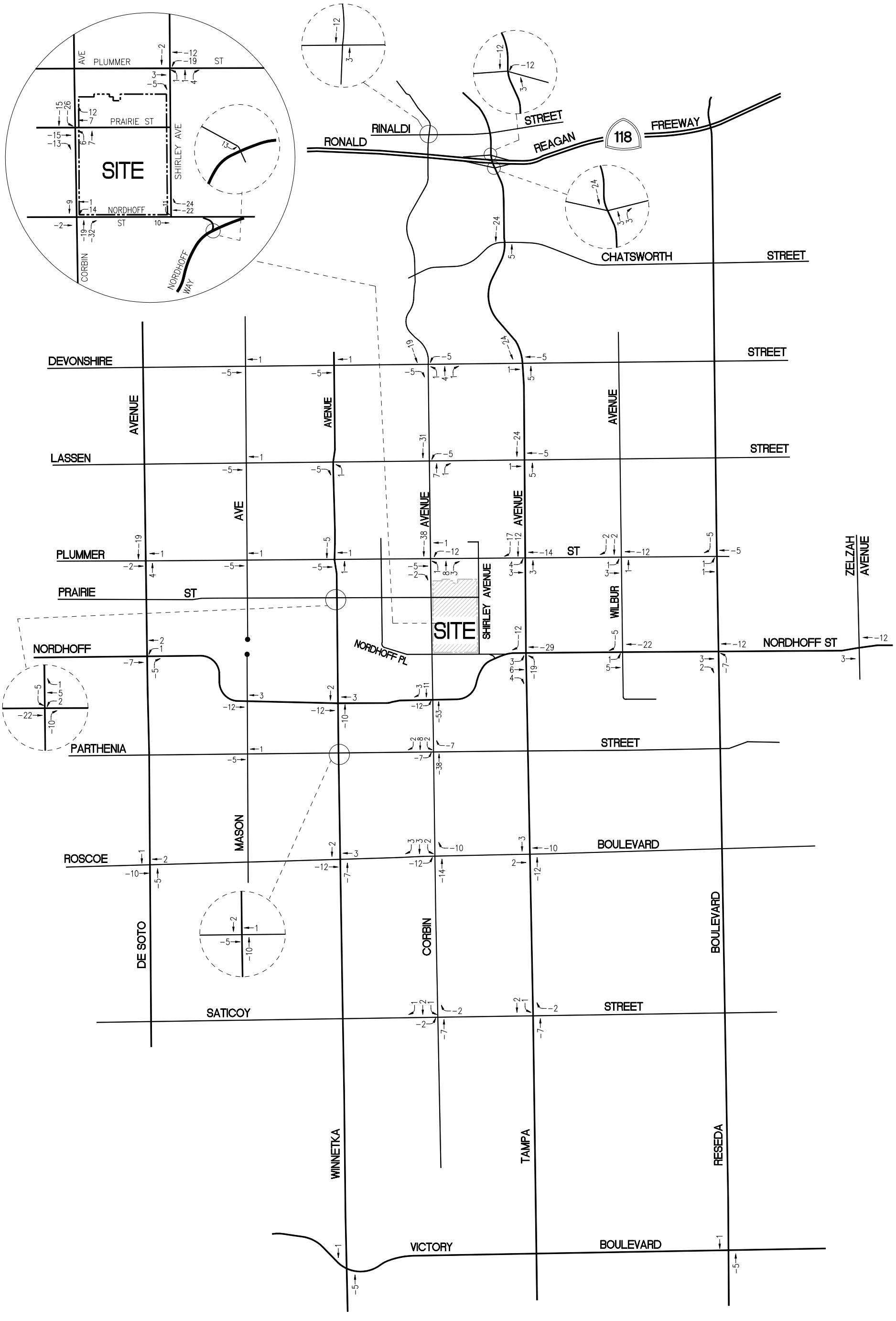
10A
KRAUSZ PROPERTY ONLY ALTERNATIVE D PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

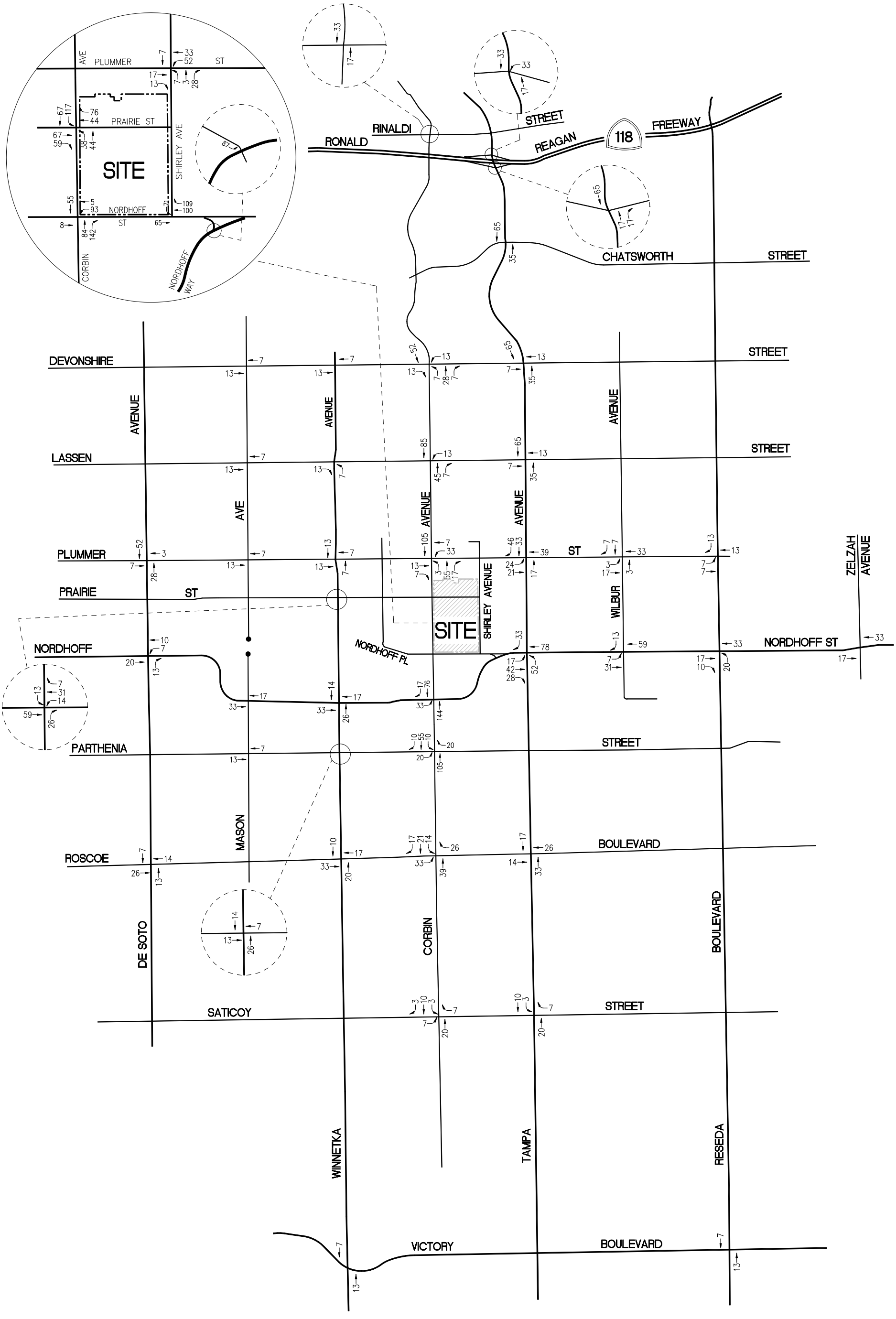
10B
KRAUSZ PROPERTY ONLY ALTERNATIVE D PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

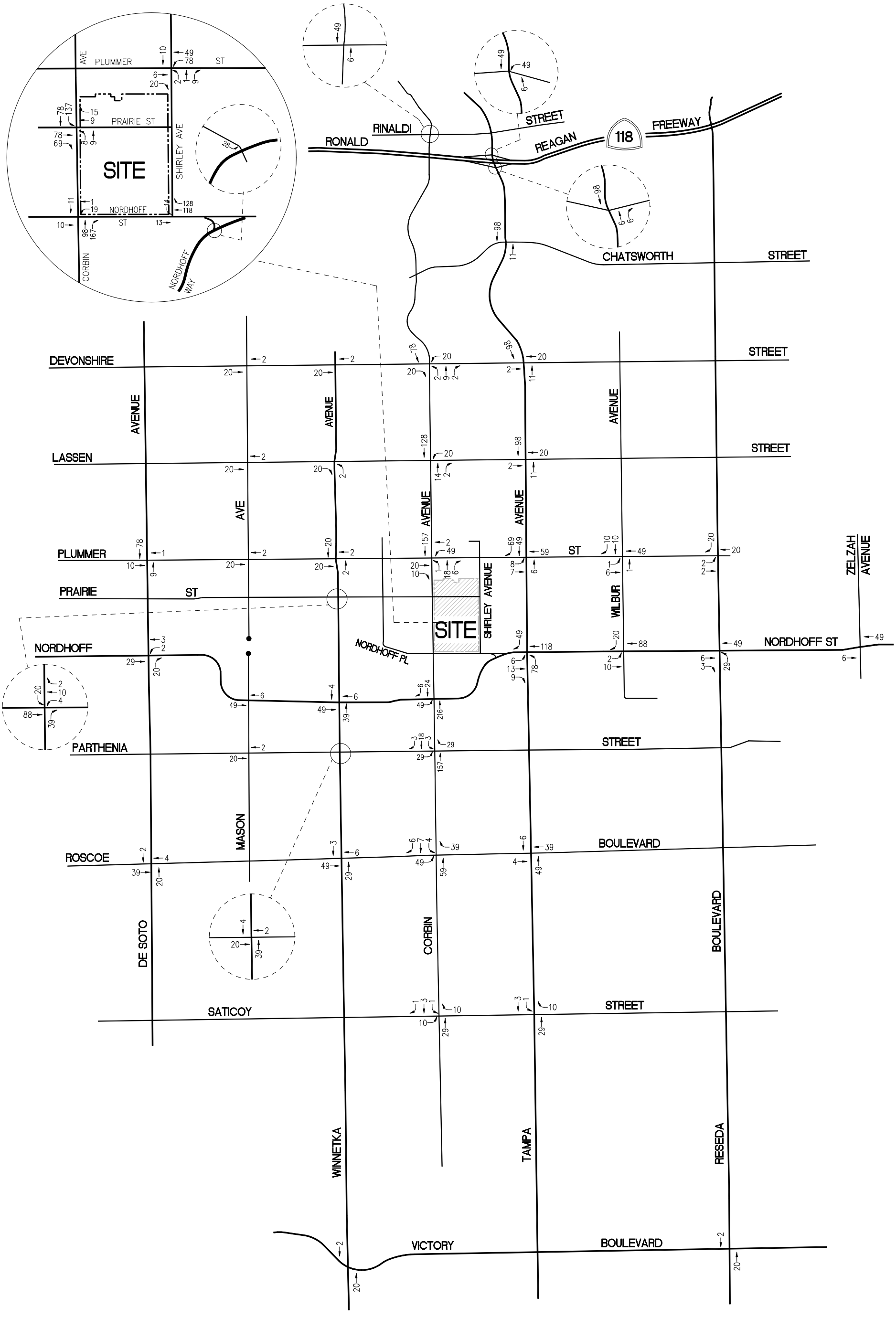
11A
FULL BUILD-OUT ALTERNATIVE A PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN ENGINEERS

NOT TO SCALE

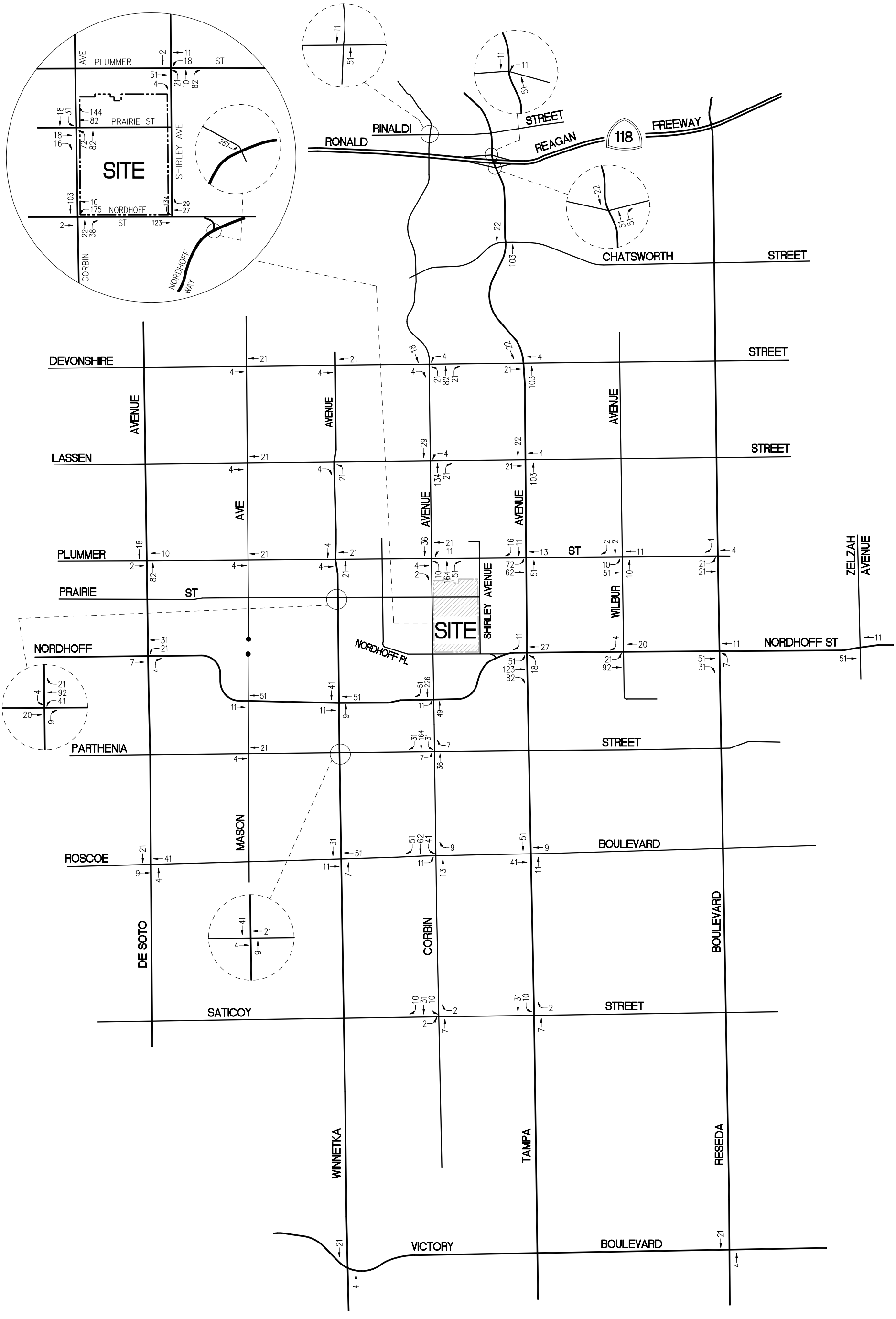
11B
FULL BUILD-OUT ALTERNATIVE A PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN ENGINEERS

NOT TO SCALE

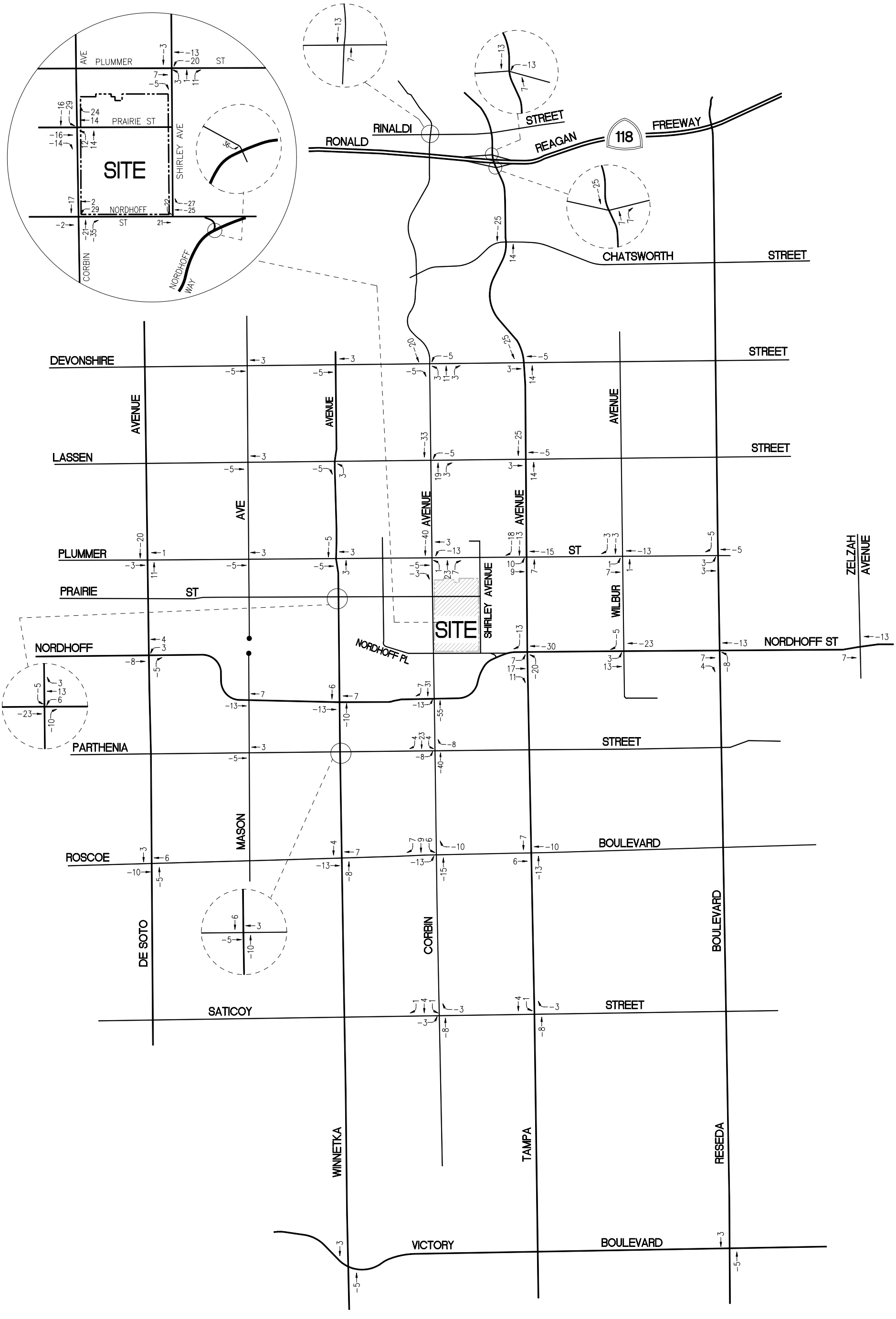
12A
FULL BUILD-OUT ALTERNATIVE B PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



NOT TO SCALE

LINSCOTT LAW & GREENSPAN ENGINEERS

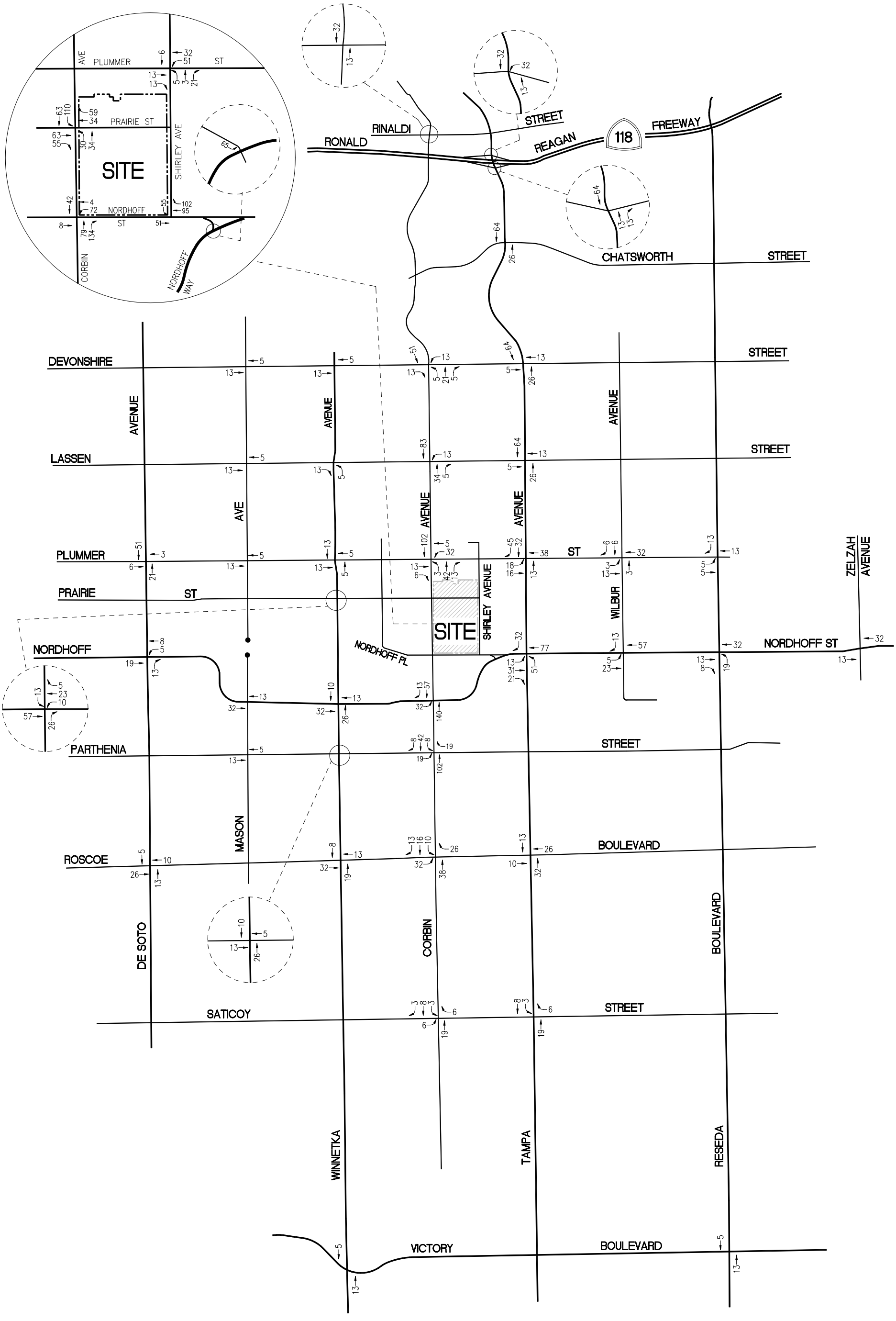
12B
FULL BUILD-OUT ALTERNATIVE B PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

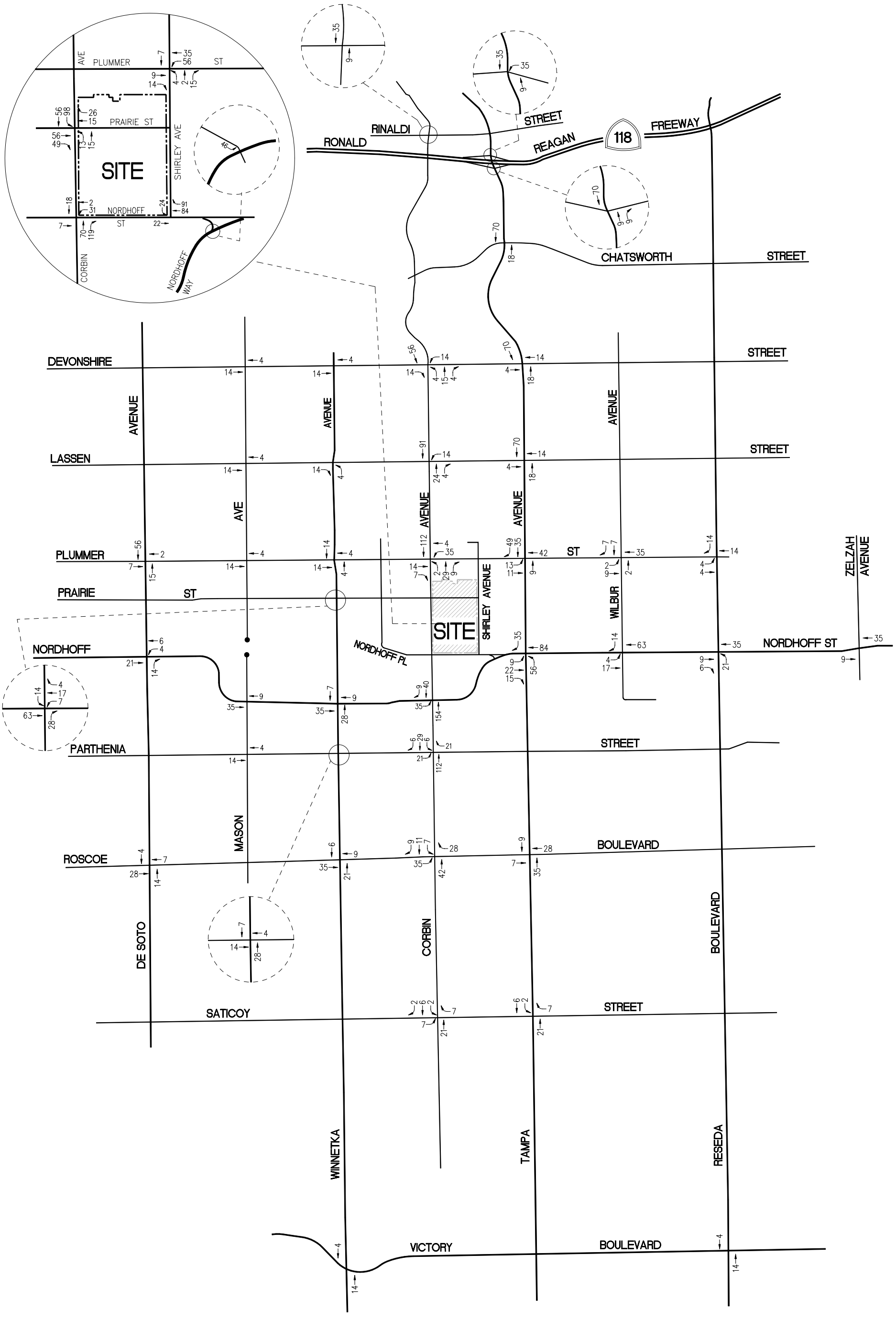
13A
FULL BUILD-OUT ALTERNATIVE C PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN ENGINEERS

NOT TO SCALE

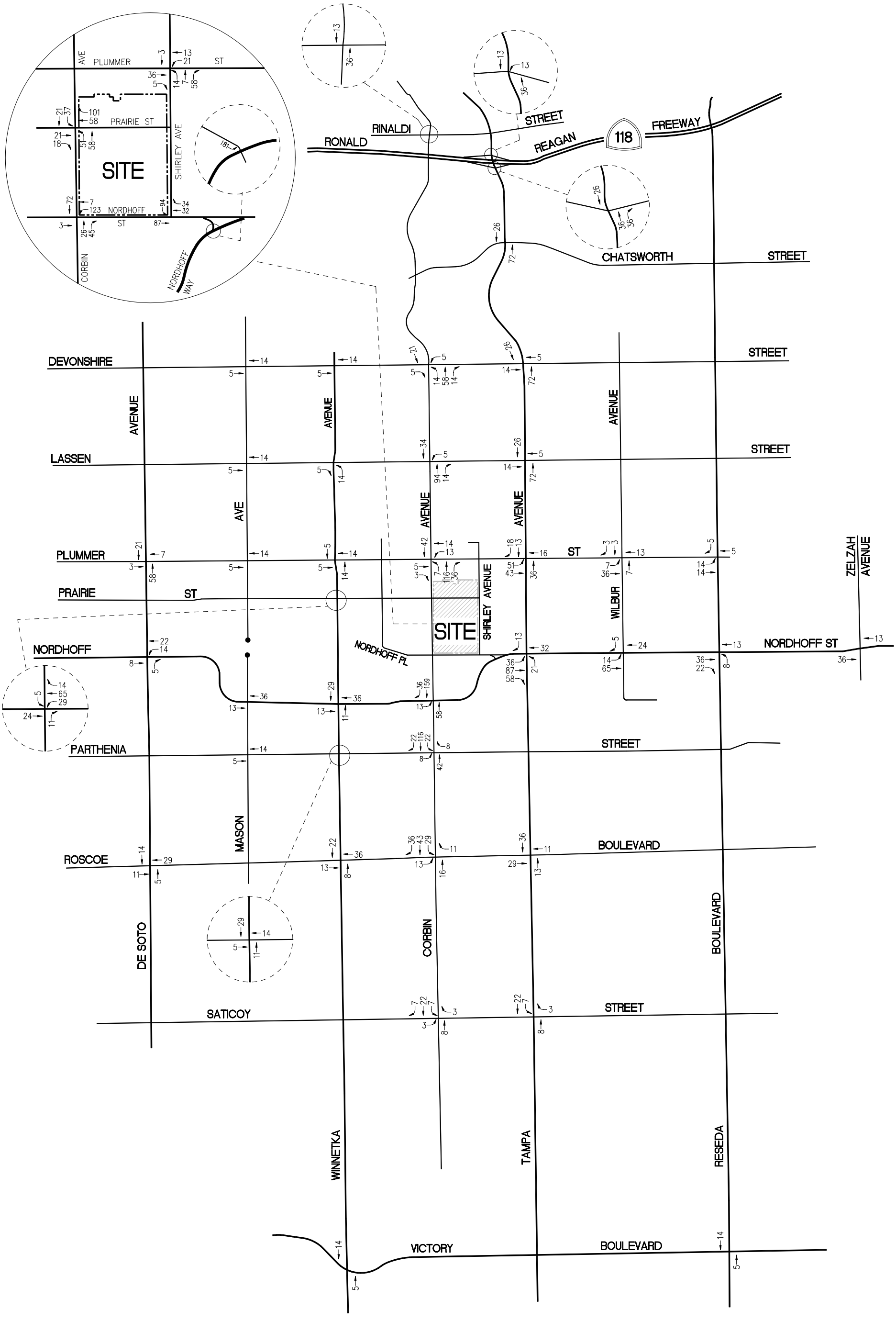
13B
FULL BUILD-OUT ALTERNATIVE C PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN ENGINEERS

NOT TO SCALE

14A
FULL BUILD-OUT ALTERNATIVE D PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



o:\job_file\3166\dwg\e14b.dwg LDP 10:59:45 03/20/2003 rodriquez

LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

14B
FULL BUILD-OUT ALTERNATIVE D PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT

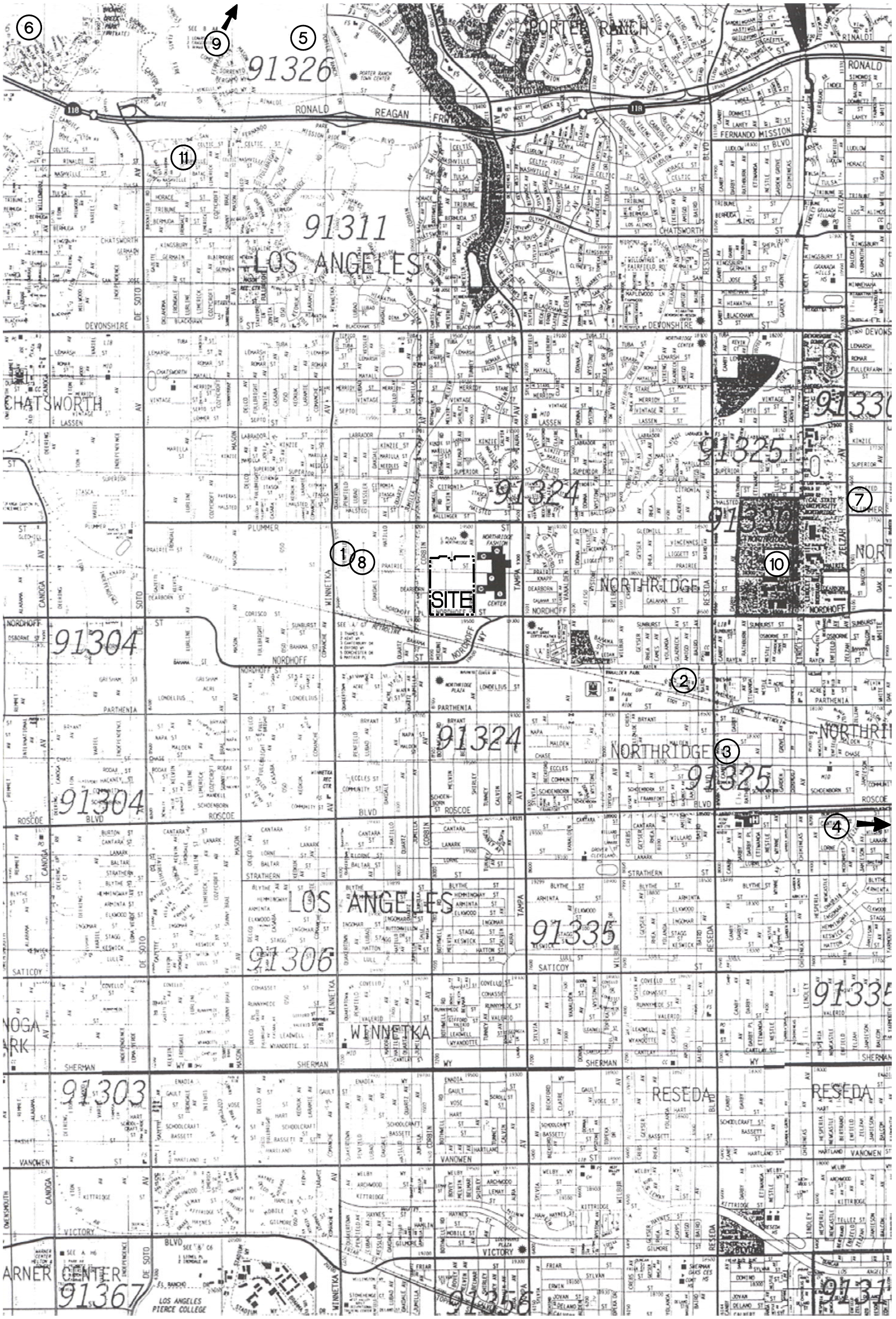
ENGINEERS

Table 4
LIST OF RELATED PROJECTS [1]
Krausz Property Project

03-Jun-2003

MAP NO.	CASE NO.	LOCATION	LAND USE	SIZE	STATUS
1	LA County Courthouse	Penfield Avenue north of Prairie Street	Courthouse	18 Court Rooms	Under Construction
2	99-0289	8817 Amigo Avenue	Shopping Center	28,404 SF	Proposed
3	00-1318	Northeast corner of Reseda Blvd. and Chase Street	Drug Store	16,580 SF	Proposed
4	01-0469	17401-31 Roscoe Boulevard	Church Senior Residential Pre-School	600 Seats 58 DU 45 Students	Proposed
5	Porter Ranch [2]		Apartments Office Medical Office Hotel Rooms Retail Restaurants Church	3,395 DU 560,000 SF 80,000 SF 300 Rooms 2,275,000 SF 45,000 SF 193,000 SF	Under Construction
6	Deer Lake Ranch	North of SR-118 between Topanga Canyon Blvd. and Canoga Avenue	Single Family Residential	484 DU	Proposed
7	LAUSD	Zelzah Avenue between Plummer Street and Halsted Street	High School	888 Students	Proposed
8	Northridge Office Building	Penfield Avenue, north of Prairie Street	Office	80,000 SF	Proposed
9	Las Lomas Project [3]	Adjacent to the I-5 Freeway, west of the SR-14 Freeway	Residential Office Retail Municipal Elementary School Public Parks	5,000 DU 2,000,000 SF 250,000 SF 250,000 SF	Proposed
10	California State University-Northridge Masterplan [4]	Prairie Street, east of Reseda Boulevard	Restaurant Lecture Hall Performing Arts Center	6,000 SF 5,000 SF 1600 Seats	Planning Stages
11	Sierra Canyon High School	11023 Lurline Avenue	Private High School	550 Students	Proposed

[1] Source: City of Los Angeles Department of City Planning and Department of Transportation
[2] 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 the year 2005.
[3] The Las Lomas project is located in the County of Los Angeles and is not anticipated to commence construction until after year 2005 (after the proposed Krausz Property project completion).
[4] The CSUN Masterplan Phase is currently in planning stages and is not anticipated to be built and occupied until after year 2005 (after the proposed Krausz Property project completion).



o:\job_file\3166\dwg\e15.dwg LDP 10:43:44 03/14/2003 rodriquez

MAP SOURCE: THOMAS BROS. GUIDE

LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

15

LOCATION OF RELATED PROJECTS

KRAUSZ PROPERTY PROJECT

Traffic volumes expected to be generated by the related projects were estimated using accepted generation rates published in the ITE *Trip Generation* manual. The related projects respective traffic generation for the AM and PM peak hours, as well as on a daily basis for a typical weekday is presented in Table 5. The anticipated distribution of the related projects traffic volumes at the study intersections during the AM and PM peak hours is shown in Exhibits 16 and 17, respectively.

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 the year 2005 (i.e., the anticipated year of project build-out). Application of this annual ambient growth factor allows for a conservative worst case forecast of future traffic volumes in the area. The ambient growth factor was determined by LADOT staff.

TRAFFIC IMPACT ANALYSIS AND METHODOLOGY

The 39 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). A description of the CMA method and corresponding Levels of Service is provided in Appendix B.

Impact Criteria and Thresholds

The relative impact of the added project traffic volumes expected to be generated by the proposed Krausz Property Only and the Full Build-Out project development alternatives during the AM and the PM peak hours were evaluated based on analysis of future operating conditions at the 39 study intersections, without and then with the proposed alternative projects. The previously discussed capacity analysis procedures were utilized to evaluate the future volume-to-capacity relationships and service level characteristics at each study intersection.

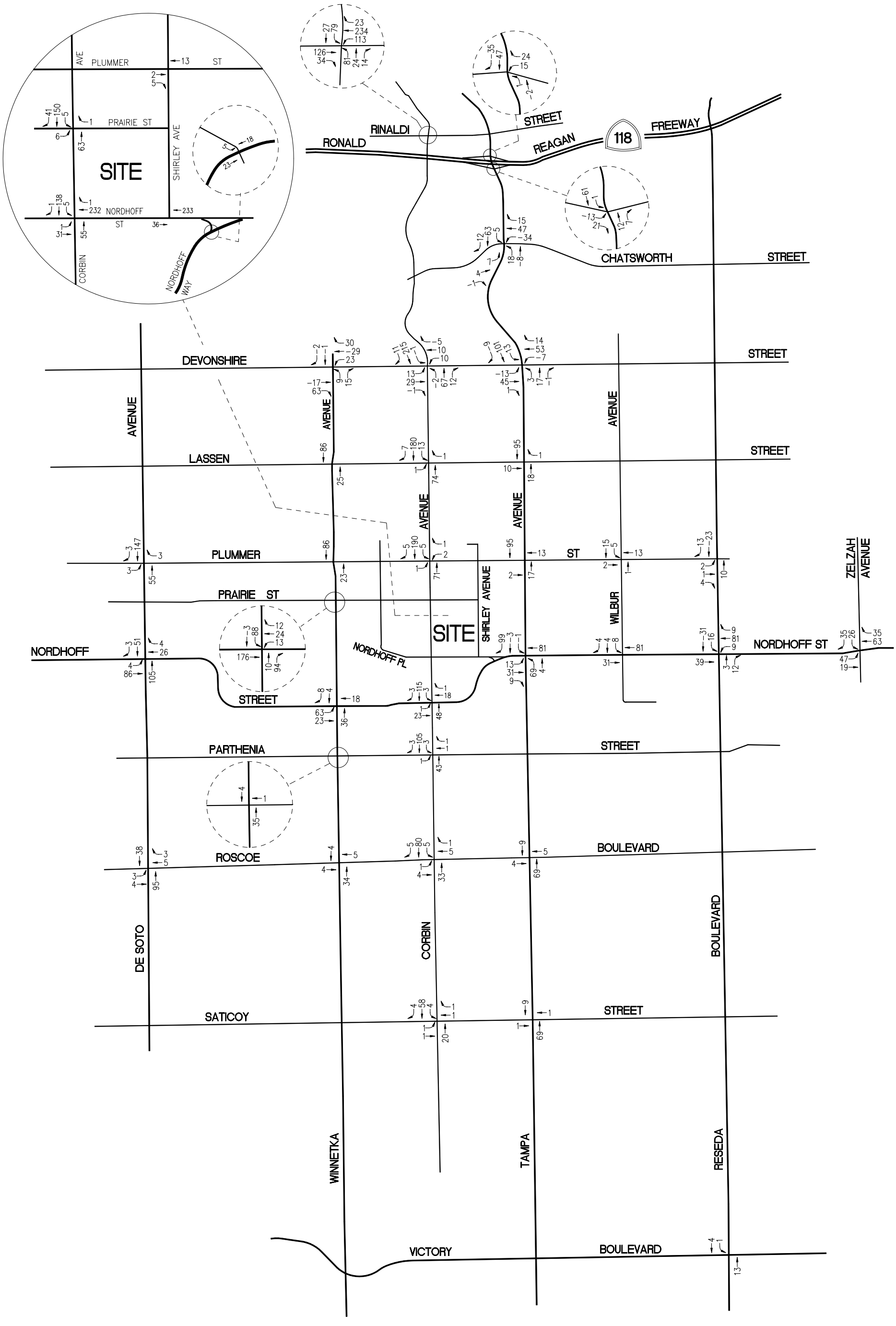
ENGINEERS

Table 5
RELATED PROJECTS TRIP GENERATION [1]
Krausz Property Project

03-Jun-2003

	LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
1	Courthouse [3]	8 Courts	n/a	490	65	555	15	330	345
2	Shopping Center [3]	28,404 GSF	3,035	46	29	75	131	142	273
	Less 50% Pass-by [4]		(1,519)	(23)	(15)	(38)	(66)	(71)	(137)
3	Drug Store [5]	16,580 GSF	(170)	(26)	(2)	(28)	16	(14)	2
4	Church [6]	6,700 GSF	61	3	2	5	2	2	4
	Senior Residential Facility [7]	58 DU	50	3	2	5	3	2	5
	Nursery School [8]	45 Stds	203	19	17	36	18	21	39
5	Porter Ranch [9]		129,250	2,653	2,821	5,474	6,330	6,226	12,556
	Apartments	3,395 DU							
	Office	560,000 SF							
	Medical Office	80,000 SF							
	Hotel Rooms	300 Rooms							
	Retail	2,275,000 SF							
	Restaurant	45,000 SF							
	Church	193,000 SF							
6	Deer Lake Ranch [10]	484 DU	4,632	91	272	363	313	176	489
7	LAUSD [11]	888 Stds	1,288	233	176	409	67	75	142
8	Office [12]	80,000 GSF	1,118	137	19	156	29	140	169
9	Las Lomas Project [13]								
10	CSUN Masterplan [14]								
11	Private High School [15]	550 Stds	None	304	202	506	42	68	110
TOTAL			**137,949**	**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 City of Los Angeles Department of Transportation 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 Housing 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 the year 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 year 2005 (after the proposed Krausz Property 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 year 2005 (after the proposed Krausz Property project completion).
[15] ITE Land Use Code 521 (Private High School) average trip generation rates.



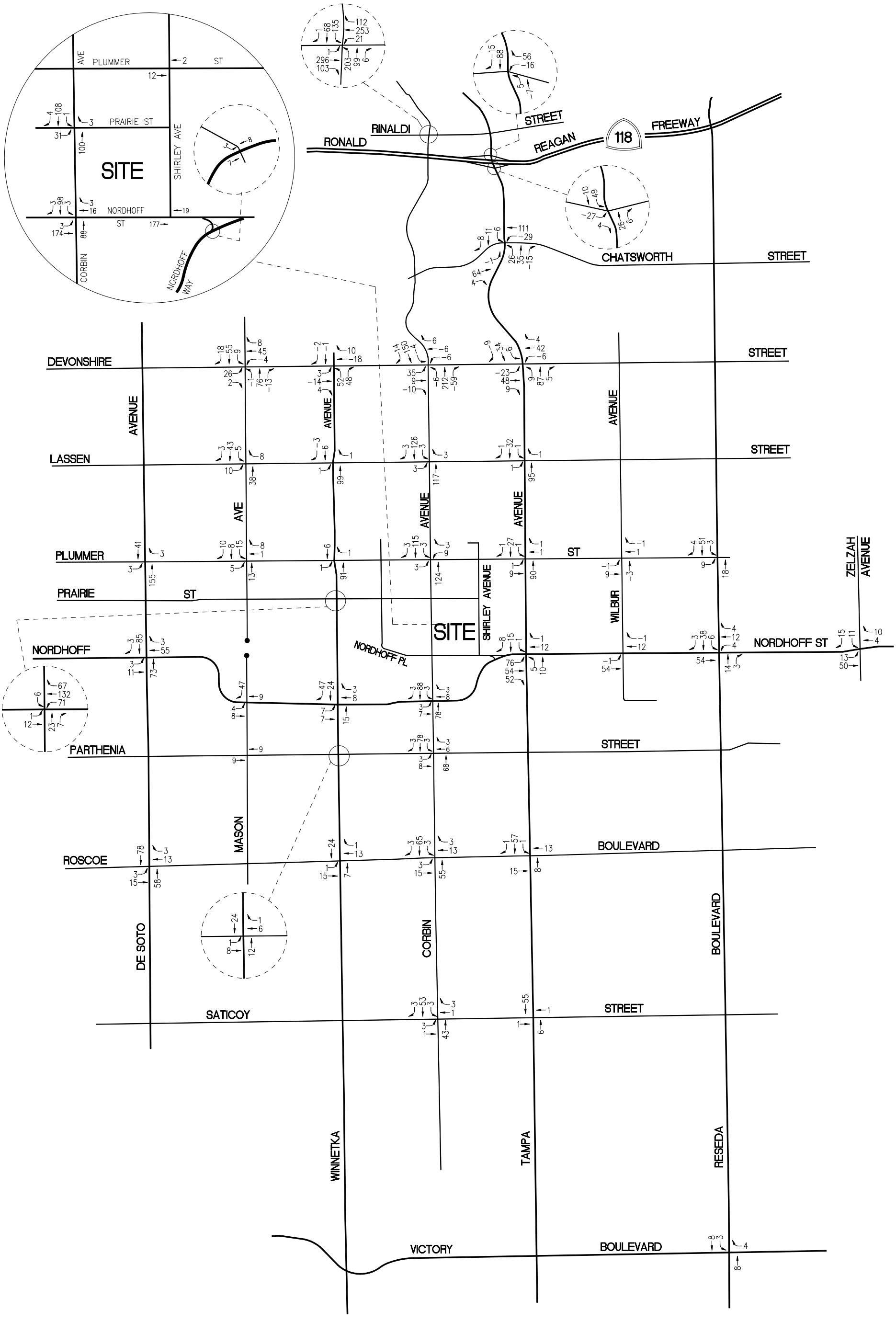
LINSCOTT LAW & GREENSPAN ENGINEERS

NOT TO SCALE

16
RELATED PROJECTS TRAFFIC VOLUMES

AM PEAK HOUR

KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN ENGINEERS

NOT TO SCALE

17

RELATED PROJECTS TRAFFIC VOLUMES

PM PEAK HOUR

KRAUSZ PROPERTY PROJECT

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 6.

Table 6
SIGNIFICANT IMPACT THRESHOLDS AT INTERSECTIONS[1]
Krausz Property Project

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

As previously mentioned, an annual two percent (2.0%) ambient growth rate was assumed so as to account for unknown related projects in the vicinity of the proposed project. Additionally, it was assumed that the full build-out of the proposed project will be complete and occupied in the year 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 year 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 *v/c* ratios by seven percent (0.07) and the ATCS system upgrade 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 the year 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.

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

Roadway improvements associated with the Porter Ranch development project at Intersection Nos. 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 (Int. No. 12) includes re-striping 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 (Int. No. 13) intersection includes re-striping 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 (Int. No. 27) includes re-striping the northbound Tampa Avenue approach to provide one left-turn lane, three through lanes, and one shared through/right-turn lane.

Traffic Impact Analysis Scenarios

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 up through year 2005.
(c) Condition (b) with completion and occupancy of the related projects.
(d) Condition (c) with completion and occupancy of the proposed development alternatives (year 2005).
(e) Condition (d) with implementation of mitigation measures, where necessary.

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

Summaries of the Krausz Property Only project *v/c* ratios and LOS values for the study intersections during the AM and PM peak hours are shown in Tables 7A, 7B, 7C, and 7D for Alternatives A, B, C, and D, respectively. Summaries of the Full Build-Out project *v/c* ratios and LOS values for the study intersections during the AM and PM peak hours are shown in Tables 8A, 8B, 8C, 8D for Alternatives A, B, C, and D, respectively. The Krausz Only project Alternatives A, B, C, and D CMA data worksheets for the analyzed intersections during the AM and PM peak hours are contained in Appendices B-1 through B-4. The Full Build-Out project Alternatives A, B, C, and D CMA data worksheets for the analyzed intersections during the AM and PM peak hours are contained in Appendices C-1 through C-4.

TRAFFIC ANALYSIS

Existing Conditions

As indicated in Column [1] of Table 7A, 17 of the 39 study intersections are presently operating at LOS D or better during the AM and/or PM peak hours under existing conditions. The following 22 study intersections are currently operating at LOS E or F during the peak hours shown below under existing conditions:

• No. 1: De Soto Avenue/Plummer Street	AM Peak Hour: *v/c*=1.138, LOS F
	PM Peak Hour: *v/c*=1.070, LOS F
• No. 2: De Soto Avenue/Nordhoff Street	AM Peak Hour: *v/c*=1.032, LOS F
	PM Peak Hour: *v/c*=0.910, LOS E
• No. 8: Winnetka Avenue/Nordhoff Street	AM Peak Hour: *v/c*=0.998, LOS E
	PM Peak Hour: *v/c*=0.910, LOS E
• No. 9: Winnetka Avenue/Parthenia Street	AM Peak Hour: *v/c*=1.033, LOS F
	PM Peak Hour: *v/c*=1.118, LOS F
• No. 10: Winnetka Avenue/Roscoe Boulevard	AM Peak Hour: *v/c*=0.989, LOS E
	PM Peak Hour: *v/c*=0.912, LOS E
• No. 11: Winnetka Avenue/Victory Boulevard	PM Peak Hour: *v/c*=1.057, LOS F

ENGINEERS

Table 7A
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative A Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. A PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
1	De Soto Avenue and Plummer Street	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 Avenue and Nordhoff Street	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 Avenue and Roscoe Boulevard	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 Avenue and Devonshire Street	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 Avenue and Lassen Street	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 Avenue and Plummer Street	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 Avenue and Prairie Street	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 Avenue and Nordhoff Street	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 Avenue and Parthenia Street	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 Avenue and Roscoe Boulevard	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	---

Table 7A (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative A Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. A PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
11	Winnetka Avenue and	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.001	NO	0.908	E	-0.006	---
	Victory Boulevard	PM	1.057	F	1.095	F	1.095	F	1.098	F	0.003	NO	1.091	F	-0.004	---
12	Corbin Avenue and	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	---
	Rinaldi Street	PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	---
13	Corbin Avenue and	AM	1.051	F	1.014	F	0.929	E	0.927	E	-0.002	NO	0.906	E	-0.023	---
	Devonshire Street	PM	0.942	E	0.899	D	0.965	E	0.978	E	0.013	YES	0.947	E	-0.018	YES
14	Corbin Avenue and	AM	1.132	F	1.200	F	1.263	F	1.255	F	-0.008	NO	1.218	F	-0.045	---
	Lassen Street	PM	0.947	E	1.003	F	1.044	F	1.064	F	0.020	YES	1.027	F	-0.017	YES
15	Corbin Avenue and	AM	0.993	E	1.053	F	1.119	F	1.106	F	-0.013	NO	1.040	F	-0.079	---
	Plummer Street	PM	1.071	F	1.136	F	1.185	F	1.228	F	0.043	YES	1.080	F	-0.105	YES
16	Corbin Avenue and	AM	0.631	B	0.669	B	0.737	C	0.750	C	0.013	NO	0.700	C	-0.037	---
	Prairie Street	PM	0.783	C	0.830	D	0.872	D	1.012	F	0.140	YES	0.786	C	-0.086	YES
17	Corbin Avenue and	AM	0.443	A	0.470	A	0.628	B	0.626	B	-0.002	NO	0.589	A	-0.039	---
	Nordhoff Place/Nordhoff Street	PM	0.984	E	1.043	F	1.108	F	1.182	F	0.074	YES	0.929	E	-0.179	YES
18	Corbin Avenue and	AM	0.923	E	0.978	E	1.026	F	1.025	F	-0.001	NO	0.965	E	-0.061	---
	Nordhoff Street/Nordhoff Way	PM	0.996	E	1.056	F	1.092	F	1.133	F	0.041	YES	1.074	F	-0.018	YES
19	Corbin Avenue and	AM	1.070	F	1.134	F	1.151	F	1.141	F	-0.010	NO	1.085	F	-0.066	---
	Parthenia Street	PM	1.058	F	1.121	F	1.150	F	1.199	F	0.049	YES	1.143	F	-0.007	YES
20	Corbin Avenue and	AM	0.877	D	0.929	E	0.960	E	0.957	E	-0.003	NO	0.921	E	-0.039	---
	Roscoe Boulevard	PM	0.833	D	0.883	D	0.911	E	0.947	E	0.036	YES	0.910	E	-0.001	YES

Table 7A (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative A Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. A PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
21	Corbin Avenue and Saticoy Street	AM	0.953	E	1.010	F	1.031	F	1.032	F	0.001	NO	1.002	F	-0.029	---
		PM	0.998	E	1.058	F	1.074	F	1.081	F	0.007	NO	1.051	F	-0.023	---
22	Shirley Avenue and Plummer Street	AM	0.467	A	0.495	A	0.499	A	0.497	A	-0.002	NO	0.497	A	-0.002	---
		PM	0.704	C	0.747	C	0.750	C	0.785	C	0.035	NO	0.785	C	0.035	---
23	Shirley Avenue and Nordhoff Street	AM	0.208	A	0.220	A	0.298	A	0.290	A	-0.008	NO	0.290	A	-0.008	---
		PM	0.420	A	0.445	A	0.451	A	0.544	A	0.093	NO	0.544	A	0.093	---
24	Nordhoff Street and Nordhoff Way	AM	0.304	A	0.322	A	0.328	A	0.332	A	0.004	NO	0.332	A	0.004	---
		PM	0.537	A	0.569	A	0.572	A	0.596	A	0.024	NO	0.596	A	0.024	---
25	Tampa Avenue and SR-118 WB Ramps	AM	0.893	D	0.846	D	0.855	D	0.851	D	-0.004	NO	0.844	D	-0.011	---
		PM	0.744	C	0.689	B	0.702	C	0.718	C	0.016	NO	0.711	C	0.009	---
26	Tampa Avenue and SR-118 EB Ramps	AM	0.880	D	0.833	D	0.841	D	0.842	D	0.001	NO	0.842	D	0.001	---
		PM	0.843	D	0.794	C	0.821	D	0.826	D	0.005	NO	0.826	D	0.005	---
27	Tampa Avenue and Chatsworth Street	AM	0.695	B	0.637	B	0.684	B	0.681	B	-0.003	NO	0.674	B	-0.010	---
		PM	0.649	B	0.588	A	0.553	A	0.558	A	0.005	NO	0.553	A	0.000	---
28	Tampa Avenue and Devonshire Street	AM	0.849	D	0.800	D	0.844	D	0.840	D	-0.004	NO	0.821	D	-0.023	---
		PM	0.949	E	0.906	E	0.950	E	0.959	E	0.009	NO	0.944	E	-0.006	---
29	Tampa Avenue and Lassen Street	AM	0.967	E	1.025	F	1.047	F	1.043	F	-0.004	NO	1.028	F	-0.019	---
		PM	0.948	E	1.005	F	1.027	F	1.036	F	0.009	NO	1.022	F	-0.005	---
30	Tampa Avenue and Plummer Street	AM	0.859	D	0.911	E	0.937	E	0.932	E	-0.005	NO	0.914	E	-0.023	---
		PM	0.915	E	0.970	E	0.980	E	1.001	F	0.021	YES	0.982	E	0.002	YES

Table 7A (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative A Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. A PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
31	Tampa Avenue and Nordhoff Street	AM	0.978	E	1.036	F	1.122	F	1.111	F	-0.011	NO	1.087	F	-0.035	---
		PM	1.093	F	1.158	F	1.181	F	1.194	F	0.013	YES	1.168	F	-0.013	YES
32	Tampa Avenue and Roscoe Boulevard	AM	0.949	E	1.006	F	1.010	F	1.009	F	-0.001	NO	0.993	E	-0.017	---
		PM	0.801	D	0.849	D	0.854	D	0.865	D	0.011	NO	0.853	D	-0.001	---
33	Tampa Avenue and Saticoy Street	AM	0.942	E	0.998	E	1.002	F	1.002	F	0.000	NO	0.989	E	-0.013	---
		PM	0.921	E	0.976	E	0.978	E	0.983	E	0.005	NO	0.974	E	-0.004	---
34	Wilbur Avenue and Plummer Street	AM	0.652	B	0.691	B	0.700	C	0.698	B	-0.002	NO	0.698	B	-0.002	---
		PM	0.558	A	0.592	A	0.590	A	0.602	B	0.012	NO	0.602	B	0.012	---
35	Wilbur Avenue and Nordhoff Street	AM	0.600	B	0.636	B	0.659	B	0.656	B	-0.003	NO	0.656	B	-0.003	---
		PM	0.582	A	0.617	B	0.618	B	0.633	B	0.015	NO	0.633	B	0.015	---
36	Reseda Boulevard and Plummer Street	AM	0.699	B	0.741	C	0.739	C	0.739	C	0.000	NO	0.668	B	-0.071	---
		PM	1.195	F	1.266	F	1.291	F	1.301	F	0.010	YES	1.269	F	-0.022	YES
37	Reseda Boulevard and Nordhoff Street	AM	0.820	D	0.869	D	0.898	D	0.896	D	-0.002	NO	0.896	D	-0.002	---
		PM	0.966	E	1.024	F	1.035	F	1.042	F	0.007	NO	1.042	F	0.007	---
38	Reseda Boulevard and Victory Boulevard	AM	0.993	E	1.026	F	1.028	F	1.028	F	0.000	NO	1.028	F	0.000	---
		PM	0.906	E	0.935	E	0.940	E	0.944	E	0.004	NO	0.944	E	0.004	---
39	Zelzah Avenue and Nordhoff Street	AM	0.897	D	0.851	D	0.913	E	0.910	E	-0.003	NO	0.910	E	-0.003	---
		PM	0.875	D	0.928	E	0.945	E	0.953	E	0.008	NO	0.953	E	0.008	---

ENGINEERS

Table 7B
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative B Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. B PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
1	De Soto Avenue and Plummer Street	AM	1.138	F	1.206	F	1.226	F	1.233	F	0.007	NO	1.079	F	-0.147	---
		PM	1.070	F	1.034	F	1.070	F	1.084	F	0.014	YES	0.964	E	-0.106	YES
2	De Soto Avenue and Nordhoff Street	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	0.995	E	0.005	NO	0.938	E	-0.052	---
3	De Soto Avenue and Roscoe Boulevard	AM	0.825	D	0.874	D	0.886	D	0.888	D	0.002	NO	0.839	D	-0.047	---
		PM	0.885	D	0.939	E	0.970	E	0.977	E	0.007	NO	0.904	E	-0.066	---
4	Winnetka Avenue and Devonshire Street	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	0.829	D	0.001	NO	0.805	D	-0.023	---
5	Winnetka Avenue and Lassen Street	AM	0.778	C	0.825	D	0.844	D	0.849	D	0.005	NO	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	---
6	Winnetka Avenue and Plummer Street	AM	0.841	D	0.891	D	0.910	E	0.917	E	0.007	NO	0.864	D	-0.046	---
		PM	0.763	C	0.808	D	0.829	D	0.833	D	0.004	NO	0.806	D	-0.023	---
7	Winnetka Avenue and Prairie Street	AM	0.616	B	0.653	B	0.755	C	0.797	C	0.042	YES	0.775	C	0.020	YES
		PM	0.642	B	0.681	B	0.739	C	0.760	C	0.021	NO	0.737	C	-0.002	---
8	Winnetka Avenue and Nordhoff Street	AM	0.998	E	1.058	F	1.118	F	1.129	F	0.011	YES	1.082	F	-0.036	YES
		PM	0.910	E	0.965	E	0.971	E	0.975	E	0.004	NO	0.955	E	-0.016	---
9	Winnetka Avenue and Parthenia Street	AM	1.033	F	1.095	F	1.097	F	1.098	F	0.001	NO	1.080	F	-0.017	---
		PM	1.118	F	1.185	F	1.191	F	1.195	F	0.004	NO	1.176	F	-0.015	---
10	Winnetka Avenue and Roscoe Boulevard	AM	0.989	E	1.048	F	1.051	F	1.053	F	0.002	NO	1.034	F	-0.017	---
		PM	0.912	E	0.966	E	0.979	E	0.987	E	0.008	NO	0.969	E	-0.010	---

Table 7B (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative B Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. B PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
11	Winnetka Avenue and Victory Boulevard	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	1.096	F	0.001	NO	1.089	F	-0.006	---
12	Corbin Avenue and Rinaldi Street	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 Avenue and Devonshire Street	AM	1.051	F	1.014	F	0.929	E	0.947	E	0.018	YES	0.926	E	-0.003	YES
		PM	0.942	E	0.899	D	0.965	E	0.986	E	0.021	YES	0.954	E	-0.011	YES
14	Corbin Avenue and Lassen Street	AM	1.132	F	1.200	F	1.263	F	1.300	F	0.037	YES	1.264	F	0.001	YES
		PM	0.947	E	1.003	F	1.044	F	1.074	F	0.030	YES	1.037	F	-0.007	YES
15	Corbin Avenue and Plummer Street	AM	0.993	E	1.053	F	1.119	F	1.184	F	0.065	YES	1.117	F	-0.002	YES
		PM	1.071	F	1.136	F	1.185	F	1.237	F	0.052	YES	1.083	F	-0.102	YES
16	Corbin Avenue and Prairie Street	AM	0.631	B	0.669	B	0.737	C	0.797	C	0.060	YES	0.747	C	0.010	YES
		PM	0.783	C	0.830	D	0.872	D	1.001	F	0.129	YES	0.812	D	-0.060	YES
17	Corbin Avenue and Nordhoff Place/Nordhoff Street	AM	0.443	A	0.470	A	0.628	B	0.651	B	0.023	NO	0.589	A	-0.039	---
		PM	0.984	E	1.043	F	1.108	F	1.187	F	0.079	YES	0.921	E	-0.187	YES
18	Corbin Avenue and Nordhoff Street/Nordhoff Way	AM	0.923	E	0.978	E	1.026	F	1.055	F	0.029	YES	0.996	E	-0.030	YES
		PM	0.996	E	1.056	F	1.092	F	1.147	F	0.055	YES	1.088	F	-0.004	YES
19	Corbin Avenue and Parthenia Street	AM	1.070	F	1.134	F	1.151	F	1.208	F	0.057	YES	1.152	F	0.001	YES
		PM	1.058	F	1.121	F	1.150	F	1.176	F	0.026	YES	1.120	F	-0.030	YES
20	Corbin Avenue and Roscoe Boulevard	AM	0.877	D	0.929	E	0.960	E	0.985	E	0.025	YES	0.948	E	-0.012	YES
		PM	0.833	D	0.883	D	0.911	E	0.941	E	0.030	YES	0.904	E	-0.007	YES

Table 7B (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative B Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. B PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
21	Corbin Avenue and Saticoy Street	AM	0.953	E	1.010	F	1.031	F	1.032	F	0.001	NO	1.002	F	-0.029	---
		PM	0.998	E	1.058	F	1.074	F	1.079	F	0.005	NO	1.049	F	-0.025	---
22	Shirley Avenue and Plummer Street	AM	0.467	A	0.495	A	0.499	A	0.516	A	0.017	NO	0.543	A	0.044	---
		PM	0.704	C	0.747	C	0.750	C	0.800	D	0.050	YES	0.785	C	0.035	YES
23	Shirley Avenue and Nordhoff Street	AM	0.208	A	0.220	A	0.298	A	0.354	A	0.056	NO	0.354	A	0.056	---
		PM	0.420	A	0.445	A	0.451	A	0.521	A	0.070	NO	0.521	A	0.070	---
24	Nordhoff Street and Nordhoff Way	AM	0.304	A	0.322	A	0.328	A	0.334	A	0.006	NO	0.334	A	0.006	---
		PM	0.537	A	0.569	A	0.572	A	0.623	B	0.051	NO	0.623	B	0.051	---
25	Tampa Avenue and SR-118 WB Ramps	AM	0.893	D	0.846	D	0.855	D	0.876	D	0.021	YES	0.869	D	0.014	YES
		PM	0.744	C	0.689	B	0.702	C	0.707	C	0.005	NO	0.700	C	-0.002	---
26	Tampa Avenue and SR-118 EB Ramps	AM	0.880	D	0.833	D	0.841	D	0.842	D	0.001	NO	0.842	D	0.001	---
		PM	0.843	D	0.794	C	0.821	D	0.832	D	0.011	NO	0.832	D	0.011	---
27	Tampa Avenue and Chatsworth Street	AM	0.695	B	0.637	B	0.684	B	0.700	C	0.016	NO	0.693	B	0.009	---
		PM	0.649	B	0.588	A	0.553	A	0.564	A	0.011	NO	0.559	A	0.006	---
28	Tampa Avenue and Devonshire Street	AM	0.849	D	0.800	D	0.844	D	0.864	D	0.020	YES	0.846	D	0.002	YES
		PM	0.949	E	0.906	E	0.950	E	0.969	E	0.019	YES	0.954	E	0.004	YES
29	Tampa Avenue and Lassen Street	AM	0.967	E	1.025	F	1.047	F	1.066	F	0.019	YES	1.052	F	0.005	YES
		PM	0.948	E	1.005	F	1.027	F	1.046	F	0.019	YES	1.032	F	0.005	YES
30	Tampa Avenue and Plummer Street	AM	0.859	D	0.911	E	0.937	E	0.973	E	0.036	YES	0.954	E	0.017	NO
		PM	0.915	E	0.970	E	0.980	E	0.999	E	0.019	YES	0.980	E	0.000	YES

ENGINEERS

Table 7B (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative B Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. B PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
31	Tampa Avenue and Nordhoff Street	AM	0.978	E	1.036	F	1.122	F	1.182	F	0.060	YES	1.058	F	-0.064	YES
		PM	1.093	F	1.158	F	1.181	F	1.209	F	0.028	YES	1.083	F	-0.098	YES
32	Tampa Avenue and Roscoe Boulevard	AM	0.949	E	1.006	F	1.010	F	1.021	F	0.011	YES	1.004	F	-0.006	YES
		PM	0.801	D	0.849	D	0.854	D	0.857	D	0.003	NO	0.846	D	-0.008	---
33	Tampa Avenue and Saticoy Street	AM	0.942	E	0.998	E	1.002	F	1.002	F	0.000	NO	0.989	E	-0.013	---
		PM	0.921	E	0.976	E	0.978	E	0.983	E	0.005	NO	0.974	E	-0.004	---
34	Wilbur Avenue and Plummer Street	AM	0.652	B	0.691	B	0.700	C	0.716	C	0.016	NO	0.716	C	0.016	---
		PM	0.558	A	0.592	A	0.590	A	0.599	A	0.009	NO	0.599	A	0.009	---
35	Wilbur Avenue and Nordhoff Street	AM	0.600	B	0.636	B	0.659	B	0.673	B	0.014	NO	0.673	B	0.014	---
		PM	0.582	A	0.617	B	0.618	B	0.630	B	0.012	NO	0.630	B	0.012	---
36	Reseda Boulevard and Plummer Street	AM	0.699	B	0.741	C	0.739	C	0.745	C	0.006	NO	0.745	C	0.006	---
		PM	1.195	F	1.266	F	1.291	F	1.301	F	0.010	YES	1.301	F	0.010	NO
37	Reseda Boulevard and Nordhoff Street	AM	0.820	D	0.869	D	0.898	D	0.906	E	0.008	NO	0.906	E	0.008	---
		PM	0.966	E	1.024	F	1.035	F	1.037	F	0.002	NO	1.037	F	0.002	---
38	Reseda Boulevard and Victory Boulevard	AM	0.993	E	1.026	F	1.028	F	1.028	F	0.000	NO	1.028	F	0.000	---
		PM	0.906	E	0.935	E	0.940	E	0.941	E	0.001	NO	0.941	E	0.001	---
39	Zelzah Avenue and Nordhoff Street	AM	0.897	D	0.951	E	1.013	F	1.021	F	0.008	NO	1.021	F	0.008	---
		PM	0.875	D	0.928	E	0.945	E	0.947	E	0.002	NO	0.947	E	0.002	---

ENGINEERS

Table 7C
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative C Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. C PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
1	De Soto Avenue and Plummer Street	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 Avenue and Nordhoff Street	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 Avenue and Roscoe Boulevard	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 Avenue and Devonshire Street	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 Avenue and Lassen Street	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 Avenue and Plummer Street	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 Avenue and Prairie Street	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 Avenue and Nordhoff Street	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 Avenue and Parthenia Street	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 Avenue and Roscoe Boulevard	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	---

ENGINEERS

Table 7C (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative C Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. C PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
11	Winnetka Avenue and	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.001	NO	0.908	E	-0.006	---
	Victory Boulevard	PM	1.057	F	1.095	F	1.095	F	1.098	F	0.003	NO	1.091	F	-0.004	---
12	Corbin Avenue and	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	---
	Rinaldi Street	PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	---
13	Corbin Avenue and	AM	1.051	F	1.014	F	0.929	E	0.928	E	-0.001	NO	0.907	E	-0.022	---
	Devonshire Street	PM	0.942	E	0.899	D	0.965	E	0.976	E	0.011	YES	0.945	E	-0.020	YES
14	Corbin Avenue and	AM	1.132	F	1.200	F	1.263	F	1.254	F	-0.009	NO	1.218	F	-0.045	---
	Lassen Street	PM	0.947	E	1.003	F	1.044	F	1.061	F	0.017	YES	1.024	F	-0.020	YES
15	Corbin Avenue and	AM	0.993	E	1.053	F	1.119	F	1.106	F	-0.013	NO	1.039	F	-0.080	---
	Plummer Street	PM	1.071	F	1.136	F	1.185	F	1.224	F	0.039	YES	1.077	F	-0.108	YES
16	Corbin Avenue and	AM	0.631	B	0.669	B	0.737	C	0.763	C	0.026	NO	0.713	C	-0.024	---
	Prairie Street	PM	0.783	C	0.830	D	0.872	D	0.995	E	0.123	YES	0.770	C	-0.102	YES
17	Corbin Avenue and	AM	0.443	A	0.470	A	0.628	B	0.626	B	-0.002	NO	0.591	A	-0.037	---
	Nordhoff Place/Nordhoff Street	PM	0.984	E	1.043	F	1.108	F	1.171	F	0.063	YES	0.917	E	-0.191	YES
18	Corbin Avenue and	AM	0.923	E	0.978	E	1.026	F	1.031	F	0.005	NO	0.971	E	-0.055	---
	Nordhoff Street/Nordhoff Way	PM	0.996	E	1.056	F	1.092	F	1.128	F	0.036	YES	1.069	F	-0.023	YES
19	Corbin Avenue and	AM	1.070	F	1.134	F	1.151	F	1.142	F	-0.009	NO	1.085	F	-0.066	---
	Parthenia Street	PM	1.058	F	1.121	F	1.150	F	1.197	F	0.047	YES	1.140	F	-0.010	YES
20	Corbin Avenue and	AM	0.877	D	0.929	E	0.960	E	0.960	E	0.000	NO	0.923	E	-0.037	---
	Roscoe Boulevard	PM	0.833	D	0.883	D	0.911	E	0.945	E	0.034	YES	0.908	E	-0.003	YES

Table 7C (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative C Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. C PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
21	Corbin Avenue and Saticoy Street	AM	0.953	E	1.010	F	1.031	F	1.033	F	0.002	NO	1.003	F	-0.028	---
		PM	0.998	E	1.058	F	1.074	F	1.080	F	0.006	NO	1.050	F	-0.024	---
22	Shirley Avenue and Plummer Street	AM	0.467	A	0.495	A	0.499	A	0.498	A	-0.001	NO	0.477	A	-0.022	---
		PM	0.704	C	0.747	C	0.750	C	0.781	C	0.031	NO	0.781	C	0.031	---
23	Shirley Avenue and Nordhoff Street	AM	0.208	A	0.220	A	0.298	A	0.289	A	-0.009	NO	0.289	A	-0.009	---
		PM	0.420	A	0.445	A	0.451	A	0.535	A	0.084	NO	0.535	A	0.084	---
24	Nordhoff Street and Nordhoff Way	AM	0.304	A	0.322	A	0.328	A	0.338	A	0.010	NO	0.338	A	0.010	---
		PM	0.537	A	0.569	A	0.572	A	0.591	A	0.019	NO	0.591	A	0.019	---
25	Tampa Avenue and SR-118 WB Ramps	AM	0.893	D	0.846	D	0.855	D	0.851	D	-0.004	NO	0.844	D	-0.011	---
		PM	0.744	C	0.689	B	0.702	C	0.718	C	0.016	NO	0.711	C	0.009	---
26	Tampa Avenue and SR-118 EB Ramps	AM	0.880	D	0.833	D	0.841	D	0.843	D	0.002	NO	0.843	D	0.002	---
		PM	0.843	D	0.794	C	0.821	D	0.825	D	0.004	NO	0.825	D	0.004	---
27	Tampa Avenue and Chatsworth Street	AM	0.695	B	0.637	B	0.684	B	0.681	B	-0.003	NO	0.674	B	-0.010	---
		PM	0.649	B	0.588	A	0.553	A	0.557	A	0.004	NO	0.552	A	-0.001	---
28	Tampa Avenue and Devonshire Street	AM	0.849	D	0.800	D	0.844	D	0.839	D	-0.005	NO	0.821	D	-0.023	---
		PM	0.949	E	0.906	E	0.950	E	0.957	E	0.007	NO	0.942	E	-0.008	---
29	Tampa Avenue and Lassen Street	AM	0.967	E	1.025	F	1.047	F	1.043	F	-0.004	NO	1.028	F	-0.019	---
		PM	0.948	E	1.005	F	1.027	F	1.034	F	0.007	NO	1.020	F	-0.007	---
30	Tampa Avenue and Plummer Street	AM	0.859	D	0.911	E	0.937	E	0.934	E	-0.003	NO	0.915	E	-0.022	---
		PM	0.915	E	0.970	E	0.980	E	0.999	E	0.019	YES	0.981	E	0.001	YES

Table 7C (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative C Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. C PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
31	Tampa Avenue and Nordhoff Street	AM	0.978	E	1.036	F	1.122	F	1.111	F	-0.011	NO	1.088	F	-0.034	---
		PM	1.093	F	1.158	F	1.181	F	1.191	F	0.010	YES	1.165	F	-0.016	YES
32	Tampa Avenue and Roscoe Boulevard	AM	0.949	E	1.006	F	1.010	F	1.010	F	0.000	NO	0.994	E	-0.016	---
		PM	0.801	D	0.849	D	0.854	D	0.864	D	0.010	NO	0.853	D	-0.001	---
33	Tampa Avenue and Saticoy Street	AM	0.942	E	0.998	E	1.002	F	1.003	F	0.001	NO	0.990	E	-0.012	---
		PM	0.921	E	0.976	E	0.978	E	0.982	E	0.004	NO	0.974	E	-0.004	---
34	Wilbur Avenue and Plummer Street	AM	0.652	B	0.691	B	0.700	C	0.698	B	-0.002	NO	0.698	B	-0.002	---
		PM	0.558	A	0.592	A	0.590	A	0.601	B	0.011	NO	0.601	B	0.011	---
35	Wilbur Avenue and Nordhoff Street	AM	0.600	B	0.636	B	0.659	B	0.658	B	-0.001	NO	0.658	B	-0.001	---
		PM	0.582	A	0.617	B	0.618	B	0.632	B	0.014	NO	0.632	B	0.014	---
36	Reseda Boulevard and Plummer Street	AM	0.699	B	0.741	C	0.739	C	0.740	C	0.001	NO	0.670	B	-0.069	---
		PM	1.195	F	1.266	F	1.291	F	1.301	F	0.010	YES	1.268	F	-0.023	YES
37	Reseda Boulevard and Nordhoff Street	AM	0.820	D	0.869	D	0.898	D	0.896	D	-0.002	NO	0.896	D	-0.002	---
		PM	0.966	E	1.024	F	1.035	F	1.042	F	0.007	NO	1.042	F	0.007	---
38	Reseda Boulevard and Victory Boulevard	AM	0.993	E	1.026	F	1.028	F	1.029	F	0.001	NO	1.029	F	0.001	---
		PM	0.906	E	0.935	E	0.940	E	0.943	E	0.003	NO	0.943	E	0.003	---
39	Zelzah Avenue and Nordhoff Street	AM	0.897	D	0.951	E	1.013	F	1.011	F	-0.002	NO	1.011	F	-0.002	---
		PM	0.875	D	0.928	E	0.945	E	0.951	E	0.006	NO	0.951	E	0.006	---

Table 7D
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative D Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. D PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
1	De Soto Avenue and	AM	1.138	F	1.206	F	1.226	F	1.233	F	0.007	NO	1.079	F	-0.147	---	1.078	F	-0.148	---
	Plummer Street	PM	1.070	F	1.134	F	1.170	F	1.180	F	0.010	YES	1.061	F	-0.109	YES	1.059	F	-0.111	---
2	De Soto Avenue and	AM	1.032	F	1.093	F	1.139	F	1.141	F	0.002	NO	1.024	F	-0.115	---	1.024	F	-0.115	---
	Nordhoff Street	PM	0.910	E	0.964	E	0.990	E	0.994	E	0.004	NO	0.935	E	-0.055	---	0.934	E	-0.056	---
3	De Soto Avenue and	AM	0.825	D	0.874	D	0.886	D	0.888	D	0.002	NO	0.840	D	-0.046	---	0.840	D	-0.046	---
	Roscoe Boulevard	PM	0.885	D	0.939	E	0.970	E	0.976	E	0.006	NO	0.903	E	-0.067	---	0.902	E	-0.068	---
4	Winnetka Avenue and	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	---
	Devonshire Street	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 Avenue and	AM	0.778	C	0.825	D	0.844	D	0.849	D	0.005	NO	0.838	D	-0.006	---	0.837	D	-0.007	---
	Lassen Street	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 Avenue and	AM	0.841	D	0.891	D	0.910	E	0.916	E	0.006	NO	0.862	D	-0.048	---	0.861	D	-0.049	---
	Plummer Street	PM	0.763	C	0.808	D	0.829	D	0.832	D	0.003	NO	0.805	D	-0.024	---	0.805	D	-0.024	---
7	Winnetka Avenue and	AM	0.616	B	0.653	B	0.755	C	0.788	C	0.033	NO	0.766	C	0.011	---	0.758	C	0.003	---
	Prairie Street	PM	0.642	B	0.681	B	0.739	C	0.756	C	0.017	NO	0.734	C	-0.005	---	0.731	C	-0.008	---
8	Winnetka Avenue and	AM	0.998	E	1.058	F	1.118	F	1.127	F	0.009	NO	1.080	F	-0.038	---	1.078	F	-0.040	---
	Nordhoff Street	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 Avenue and	AM	1.033	F	1.095	F	1.097	F	1.100	F	0.003	NO	1.081	F	-0.016	---	1.081	F	-0.016	---
	Parthenia Street	PM	1.118	F	1.185	F	1.191	F	1.196	F	0.005	NO	1.177	F	-0.014	---	1.177	F	-0.014	---
10	Winnetka Avenue and	AM	0.989	E	1.048	F	1.051	F	1.054	F	0.003	NO	1.036	F	-0.015	---	1.035	F	-0.016	---
	Roscoe Boulevard	PM	0.912	E	0.966	E	0.979	E	0.986	E	0.007	NO	0.968	E	-0.011	---	0.967	E	-0.012	---

Table 7D (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative D Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. D PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
11	Winnetka Avenue and	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	---
	Victory Boulevard	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 Avenue and	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	---
	Rinaldi Street	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 Avenue and	AM	1.051	F	1.014	F	0.929	E	0.943	E	0.014	YES	0.922	E	-0.007	YES	0.919	E	-0.010	---
	Devonshire Street	PM	0.942	E	0.899	D	0.965	E	0.981	E	0.016	YES	0.949	E	-0.016	YES	0.946	E	-0.019	---
14	Corbin Avenue and	AM	1.132	F	1.200	F	1.263	F	1.290	F	0.027	YES	1.254	F	-0.009	YES	1.247	F	-0.016	---
	Lassen Street	PM	0.947	E	1.003	F	1.044	F	1.067	F	0.023	YES	1.030	F	-0.014	YES	1.026	F	-0.018	---
15	Corbin Avenue and	AM	0.993	E	1.053	F	1.119	F	1.166	F	0.047	YES	1.100	F	-0.019	YES	1.088	F	-0.031	---
	Plummer Street	PM	1.071	F	1.136	F	1.185	F	1.227	F	0.042	YES	1.076	F	-0.109	YES	1.069	F	-0.116	---
16	Corbin Avenue and	AM	0.631	B	0.669	B	0.737	C	0.778	C	0.041	YES	0.728	C	-0.009	YES	0.722	C	-0.015	---
	Prairie Street	PM	0.783	C	0.830	D	0.872	D	0.974	E	0.102	YES	0.779	C	-0.093	YES	0.758	C	-0.114	---
17	Corbin Avenue and	AM	0.443	A	0.470	A	0.628	B	0.645	B	0.017	NO	0.591	A	-0.037	---	0.590	A	-0.038	---
	Nordhoff Place/Nordhoff Street	PM	0.984	E	1.043	F	1.108	F	1.169	F	0.061	YES	0.904	E	-0.204	YES	0.890	D	-0.218	---
18	Corbin Avenue and	AM	0.923	E	0.978	E	1.026	F	1.054	F	0.028	YES	0.994	E	-0.032	YES	0.989	E	-0.037	---
	Nordhoff Street/Nordhoff Way	PM	0.996	E	1.056	F	1.092	F	1.136	F	0.044	YES	1.076	F	-0.016	YES	1.067	F	-0.025	---
19	Corbin Avenue and	AM	1.070	F	1.134	F	1.151	F	1.194	F	0.043	YES	1.137	F	-0.014	YES	1.127	F	-0.024	---
	Parthenia Street	PM	1.058	F	1.121	F	1.150	F	1.176	F	0.026	YES	1.120	F	-0.030	YES	1.116	F	-0.034	---
20	Corbin Avenue and	AM	0.877	D	0.929	E	0.960	E	0.981	E	0.021	YES	0.945	E	-0.015	YES	0.940	E	-0.020	---
	Roscoe Boulevard	PM	0.833	D	0.883	D	0.911	E	0.937	E	0.026	YES	0.901	E	-0.010	YES	0.896	D	-0.015	---

Table 7D (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative D Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. D PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
21	Corbin Avenue and	AM	0.953	E	1.010	F	1.031	F	1.033	F	0.002	NO	1.003	F	-0.028	---	1.002	F	-0.029	---
	Saticoy Street	PM	0.998	E	1.058	F	1.074	F	1.079	F	0.005	NO	1.049	F	-0.025	---	1.048	F	-0.026	---
22	Shirley Avenue and	AM	0.467	A	0.495	A	0.499	A	0.512	A	0.013	NO	0.512	A	0.013	---	0.509	A	0.010	---
	Plummer Street	PM	0.704	C	0.747	C	0.750	C	0.789	C	0.039	NO	0.789	C	0.039	---	0.781	C	0.031	---
23	Shirley Avenue and	AM	0.208	A	0.220	A	0.298	A	0.339	A	0.041	NO	0.339	A	0.041	---	0.329	A	0.031	---
	Nordhoff Street	PM	0.420	A	0.445	A	0.451	A	0.510	A	0.059	NO	0.510	A	0.059	---	0.499	A	0.048	---
24	Nordhoff Street and	AM	0.304	A	0.322	A	0.328	A	0.339	A	0.011	NO	0.339	A	0.011	---	0.338	A	0.010	---
	Nordhoff Way	PM	0.537	A	0.569	A	0.572	A	0.609	B	0.037	NO	0.609	B	0.037	---	0.601	B	0.029	---
25	Tampa Avenue and	AM	0.893	D	0.846	D	0.855	D	0.870	D	0.015	NO	0.863	D	0.008	---	0.859	D	0.004	---
	SR-118 WB Ramps	PM	0.744	C	0.689	B	0.702	C	0.709	C	0.007	NO	0.702	C	0.000	---	0.701	C	-0.001	---
26	Tampa Avenue and	AM	0.880	D	0.833	D	0.841	D	0.843	D	0.002	NO	0.843	D	0.002	---	0.843	D	0.002	---
	SR-118 EB Ramps	PM	0.843	D	0.794	C	0.821	D	0.829	D	0.008	NO	0.829	D	0.008	---	0.827	D	0.006	---
27	Tampa Avenue and	AM	0.695	B	0.637	B	0.684	B	0.696	B	0.012	NO	0.688	B	0.004	---	0.686	B	0.002	---
	Chatsworth Street	PM	0.649	B	0.588	A	0.553	A	0.561	A	0.008	NO	0.556	A	0.003	---	0.554	A	0.001	---
28	Tampa Avenue and	AM	0.849	D	0.800	D	0.844	D	0.859	D	0.015	NO	0.840	D	-0.004	---	0.837	D	-0.007	---
	Devonshire Street	PM	0.949	E	0.906	E	0.950	E	0.964	E	0.014	YES	0.949	E	-0.001	YES	0.945	E	-0.005	---
29	Tampa Avenue and	AM	0.967	E	1.025	F	1.047	F	1.061	F	0.014	YES	1.047	F	0.000	YES	1.043	F	-0.004	---
	Lassen Street	PM	0.948	E	1.005	F	1.027	F	1.041	F	0.014	YES	1.026	F	-0.001	YES	1.023	F	-0.004	---
30	Tampa Avenue and	AM	0.859	D	0.911	E	0.937	E	0.965	E	0.028	YES	0.946	E	0.009	YES	0.940	E	0.003	---
	Plummer Street	PM	0.915	E	0.970	E	0.980	E	0.996	E	0.016	YES	0.977	E	-0.003	YES	0.974	E	-0.006	---

Table 7D (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative D Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. D PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
31	Tampa Avenue and Nordhoff Street	AM	0.978	E	1.036	F	1.122	F	1.167	F	0.045	YES	1.044	F	-0.078	YES	1.033	F	-0.089	---
		PM	1.093	F	1.158	F	1.181	F	1.201	F	0.020	YES	1.076	F	-0.105	YES	1.071	F	-0.110	---
32	Tampa Avenue and Roscoe Boulevard	AM	0.949	E	1.006	F	1.010	F	1.019	F	0.009	NO	1.002	F	-0.008	---	1.000	F	-0.010	---
		PM	0.801	D	0.849	D	0.854	D	0.859	D	0.005	NO	0.847	D	-0.007	---	0.847	D	-0.007	---
33	Tampa Avenue and Saticoy Street	AM	0.942	E	0.998	E	1.002	F	1.003	F	0.001	NO	0.990	E	-0.012	---	0.989	E	-0.013	---
		PM	0.921	E	0.976	E	0.978	E	0.982	E	0.004	NO	0.974	E	-0.004	---	0.973	E	-0.005	---
34	Wilbur Avenue and Plummer Street	AM	0.652	B	0.691	B	0.700	C	0.712	C	0.012	NO	0.712	C	0.012	---	0.709	C	0.009	---
		PM	0.558	A	0.592	A	0.590	A	0.599	A	0.009	NO	0.599	A	0.009	---	0.597	A	0.007	---
35	Wilbur Avenue and Nordhoff Street	AM	0.600	B	0.636	B	0.659	B	0.670	B	0.011	NO	0.670	B	0.011	---	0.668	B	0.009	---
		PM	0.582	A	0.617	B	0.618	B	0.629	B	0.011	NO	0.629	B	0.011	---	0.627	B	0.009	---
36	Reseda Boulevard and Plummer Street	AM	0.699	B	0.741	C	0.739	C	0.744	C	0.005	NO	0.744	C	0.005	---	0.743	C	0.004	---
		PM	1.195	F	1.266	F	1.291	F	1.299	F	0.008	NO	1.299	F	0.008	---	1.297	F	0.006	---
37	Reseda Boulevard and Nordhoff Street	AM	0.820	D	0.869	D	0.898	D	0.904	E	0.006	NO	0.904	E	0.006	---	0.902	E	0.004	---
		PM	0.966	E	1.024	F	1.035	F	1.038	F	0.003	NO	1.038	F	0.003	---	1.038	F	0.003	---
38	Reseda Boulevard and Victory Boulevard	AM	0.993	E	1.026	F	1.028	F	1.029	F	0.001	NO	1.029	F	0.001	---	1.028	F	0.000	---
		PM	0.906	E	0.935	E	0.940	E	0.941	E	0.001	NO	0.941	E	0.001	---	0.941	E	0.001	---
39	Zelzah Avenue and Nordhoff Street	AM	0.897	D	0.951	E	1.013	F	1.018	F	0.005	NO	1.018	F	0.005	---	1.017	F	0.004	---
		PM	0.875	D	0.928	E	0.945	E	0.947	E	0.002	NO	0.947	E	0.002	---	0.947	E	0.002	---

ENGINEERS

Table 8A
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative A Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
1	De Soto Avenue and Plummer Street	AM	1.138	F	1.206	F	1.226	F	1.226	F	0.000	NO	1.071	F	-0.155	---
		PM	1.070	F	1.134	F	1.170	F	1.182	F	0.012	YES	1.062	F	-0.108	YES
2	De Soto Avenue and Nordhoff Street	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	0.995	E	0.005	NO	0.939	E	-0.051	---
3	De Soto Avenue and Roscoe Boulevard	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	0.979	E	0.009	NO	0.906	E	-0.064	---
4	Winnetka Avenue and Devonshire Street	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	0.833	D	0.005	NO	0.808	D	-0.020	---
5	Winnetka Avenue and Lassen Street	AM	0.778	C	0.825	D	0.844	D	0.843	D	-0.001	NO	0.831	D	-0.013	---
		PM	0.765	C	0.811	D	0.833	D	0.837	D	0.004	NO	0.826	D	-0.007	---
6	Winnetka Avenue and Plummer Street	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	0.835	D	0.006	NO	0.808	D	-0.021	---
7	Winnetka Avenue and Prairie Street	AM	0.616	B	0.653	B	0.755	C	0.742	C	-0.013	NO	0.720	C	-0.035	---
		PM	0.642	B	0.681	B	0.739	C	0.763	C	0.024	NO	0.740	C	0.001	---
8	Winnetka Avenue and Nordhoff Street	AM	0.998	E	1.058	F	1.118	F	1.116	F	-0.002	NO	1.069	F	-0.049	---
		PM	0.910	E	0.965	E	0.971	E	0.987	E	0.016	YES	0.967	E	-0.004	YES
9	Winnetka Avenue and Parthenia Street	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	1.204	F	0.013	YES	1.186	F	-0.005	YES
10	Winnetka Avenue and Roscoe Boulevard	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	0.990	E	0.011	YES	0.972	E	-0.007	YES

Table 8A (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative A Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
11	Winnetka Avenue and Victory Boulevard	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	1.100	F	0.005	NO	1.092	F	-0.003	---
12	Corbin Avenue and Rinaldi Street	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 Avenue and Devonshire Street	AM	1.051	F	1.014	F	0.929	E	0.925	E	-0.004	NO	0.904	E	-0.025	---
		PM	0.942	E	0.899	D	0.965	E	0.981	E	0.016	YES	0.949	E	-0.016	YES
14	Corbin Avenue and Lassen Street	AM	1.132	F	1.200	F	1.263	F	1.249	F	-0.014	NO	1.212	F	-0.051	---
		PM	0.947	E	1.003	F	1.044	F	1.068	F	0.024	YES	1.031	F	-0.013	YES
15	Corbin Avenue and Plummer Street	AM	0.993	E	1.053	F	1.119	F	1.097	F	-0.022	NO	1.030	F	-0.089	---
		PM	1.071	F	1.136	F	1.185	F	1.237	F	0.052	YES	1.089	F	-0.096	YES
16	Corbin Avenue and Prairie Street	AM	0.631	B	0.669	B	0.737	C	0.749	C	0.012	NO	0.699	B	-0.038	---
		PM	0.783	C	0.830	D	0.872	D	1.045	F	0.173	YES	0.811	D	-0.061	YES
17	Corbin Avenue and Nordhoff Place/Nordhoff Street	AM	0.443	A	0.470	A	0.628	B	0.625	B	-0.003	NO	0.590	A	-0.038	---
		PM	0.984	E	1.043	F	1.108	F	1.200	F	0.092	YES	0.952	E	-0.156	YES
18	Corbin Avenue and Nordhoff Street/Nordhoff Way	AM	0.923	E	0.978	E	1.026	F	1.021	F	-0.005	NO	0.962	E	-0.064	---
		PM	0.996	E	1.056	F	1.092	F	1.141	F	0.049	YES	1.082	F	-0.010	YES
19	Corbin Avenue and Parthenia Street	AM	1.070	F	1.134	F	1.151	F	1.133	F	-0.018	NO	1.076	F	-0.075	---
		PM	1.058	F	1.121	F	1.150	F	1.211	F	0.061	YES	1.155	F	0.005	YES
20	Corbin Avenue and Roscoe Boulevard	AM	0.877	D	0.929	E	0.960	E	0.954	E	-0.006	NO	0.917	E	-0.043	---
		PM	0.833	D	0.883	D	0.911	E	0.956	E	0.045	YES	0.920	E	0.009	YES

Table 8A (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative A Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
21	Corbin Avenue and Saticoy Street	AM	0.953	E	1.010	F	1.031	F	1.032	F	0.001	NO	1.002	F	-0.029	---
		PM	0.998	E	1.058	F	1.074	F	1.082	F	0.008	NO	1.052	F	-0.022	---
22	Shirley Avenue and Plummer Street	AM	0.467	A	0.495	A	0.499	A	0.494	A	-0.005	NO	0.520	A	0.021	---
		PM	0.704	C	0.747	C	0.750	C	0.792	C	0.042	YES	0.763	C	0.013	YES
23	Shirley Avenue and Nordhoff Street	AM	0.208	A	0.220	A	0.298	A	0.283	A	-0.015	NO	0.283	A	-0.015	---
		PM	0.420	A	0.445	A	0.451	A	0.568	A	0.117	NO	0.568	A	0.117	---
24	Nordhoff Street and Nordhoff Way	AM	0.304	A	0.322	A	0.328	A	0.332	A	0.004	NO	0.332	A	0.004	---
		PM	0.537	A	0.569	A	0.572	A	0.599	A	0.027	NO	0.599	A	0.027	---
25	Tampa Avenue and SR-118 WB Ramps	AM	0.893	D	0.846	D	0.855	D	0.848	D	-0.007	NO	0.841	D	-0.014	---
		PM	0.744	C	0.689	B	0.702	C	0.722	C	0.020	NO	0.715	C	0.013	---
26	Tampa Avenue and SR-118 EB Ramps	AM	0.880	D	0.833	D	0.841	D	0.842	D	0.001	NO	0.842	D	0.001	---
		PM	0.843	D	0.794	C	0.821	D	0.827	D	0.006	NO	0.827	D	0.006	---
27	Tampa Avenue and Chatsworth Street	AM	0.695	B	0.637	B	0.684	B	0.679	B	-0.005	NO	0.672	B	-0.012	---
		PM	0.649	B	0.588	A	0.553	A	0.559	A	0.006	NO	0.554	A	0.001	---
28	Tampa Avenue and Devonshire Street	AM	0.849	D	0.800	D	0.844	D	0.837	D	-0.007	NO	0.818	D	-0.026	---
		PM	0.949	E	0.906	E	0.950	E	0.960	E	0.010	YES	0.945	E	-0.005	YES
29	Tampa Avenue and Lassen Street	AM	0.967	E	1.025	F	1.047	F	1.040	F	-0.007	NO	1.026	F	-0.021	---
		PM	0.948	E	1.005	F	1.027	F	1.037	F	0.010	YES	1.023	F	-0.004	YES
30	Tampa Avenue and Plummer Street	AM	0.859	D	0.911	E	0.937	E	0.927	E	-0.010	NO	0.909	E	-0.028	---
		PM	0.915	E	0.970	E	0.980	E	1.006	F	0.026	YES	0.959	E	-0.021	YES

Table 8A (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative A Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
31	Tampa Avenue and Nordhoff Street	AM	0.978	E	1.036	F	1.122	F	1.102	F	-0.020	NO	1.079	F	-0.043	---
		PM	1.093	F	1.158	F	1.181	F	1.196	F	0.015	YES	1.170	F	-0.011	YES
32	Tampa Avenue and Roscoe Boulevard	AM	0.949	E	1.006	F	1.010	F	1.008	F	-0.002	NO	0.991	E	-0.019	---
		PM	0.801	D	0.849	D	0.854	D	0.867	D	0.013	NO	0.856	D	0.002	---
33	Tampa Avenue and Saticoy Street	AM	0.942	E	0.998	E	1.002	F	1.002	F	0.000	NO	0.989	E	-0.013	---
		PM	0.921	E	0.976	E	0.978	E	0.984	E	0.006	NO	0.975	E	-0.003	---
34	Wilbur Avenue and Plummer Street	AM	0.652	B	0.691	B	0.700	C	0.695	B	-0.005	NO	0.695	B	-0.005	---
		PM	0.558	A	0.592	A	0.590	A	0.604	B	0.014	NO	0.604	B	0.014	---
35	Wilbur Avenue and Nordhoff Street	AM	0.600	B	0.636	B	0.659	B	0.654	B	-0.005	NO	0.654	B	-0.005	---
		PM	0.582	A	0.617	B	0.618	B	0.636	B	0.018	NO	0.636	B	0.018	---
36	Reseda Boulevard and Plummer Street	AM	0.699	B	0.741	C	0.739	C	0.738	C	-0.001	NO	0.668	B	-0.071	---
		PM	1.195	F	1.266	F	1.291	F	1.304	F	0.013	YES	1.271	F	-0.020	YES
37	Reseda Boulevard and Nordhoff Street	AM	0.820	D	0.869	D	0.898	D	0.895	D	-0.003	NO	0.895	D	-0.003	---
		PM	0.966	E	1.024	F	1.035	F	1.043	F	0.008	NO	1.043	F	0.008	---
38	Reseda Boulevard and Victory Boulevard	AM	0.993	E	1.026	F	1.028	F	1.028	F	0.000	NO	1.028	F	0.000	---
		PM	0.906	E	0.935	E	0.940	E	0.944	E	0.004	NO	0.944	E	0.004	---
39	Zelzah Avenue and Nordhoff Street	AM	0.897	D	0.951	E	1.013	F	1.010	F	-0.003	NO	1.010	F	-0.003	---
		PM	0.875	D	0.928	E	0.945	E	0.953	E	0.008	NO	0.953	E	0.008	---

Table 8B
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative B Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
1	De Soto Avenue and	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	---
	Plummer Street	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 Avenue and	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	---
	Nordhoff Street	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 Avenue and	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	---
	Roscoe Boulevard	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 Avenue and	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	---
	Devonshire Street	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 Avenue and	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	---
	Lassen Street	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 Avenue and	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	---
	Plummer Street	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 Avenue and	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	---
	Prairie Street	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 Avenue and	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	---
	Nordhoff Street	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 Avenue and	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	---
	Parthenia Street	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 Avenue and	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	---
	Roscoe Boulevard	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	---

Table 8B (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative B Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
11	Winnetka Avenue and	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	---
	Victory Boulevard	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 Avenue and	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	---
	Rinaldi Street	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 Avenue and	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	---
	Devonshire Street	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 Avenue and	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
	Lassen Street	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 Avenue and	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
	Plummer Street	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 Avenue and	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
	Prairie Street	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 Avenue and	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	---
	Nordhoff Place/Nordhoff Street	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 Avenue and	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	---
	Nordhoff Street/Nordhoff Way	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 Avenue and	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
	Parthenia Street	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 Avenue and	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	---
	Roscoe Boulevard	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

Table 8B (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative B Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
21	Corbin Avenue and Saticoy Street	AM	0.953	E	1.010	F	1.031	F	1.032	F	0.001	NO	1.002	F	-0.029	---	1.002	F	-0.029	---
		PM	0.998	E	1.058	F	1.074	F	1.083	F	0.009	NO	1.053	F	-0.021	---	1.051	F	-0.023	---
22	Shirley Avenue and Plummer Street	AM	0.467	A	0.495	A	0.499	A	0.523	A	0.024	NO	0.423	A	-0.076	---	0.418	A	-0.081	---
		PM	0.704	C	0.747	C	0.750	C	0.828	D	0.078	YES	0.728	C	-0.022	YES	0.711	C	-0.039	---
23	Shirley Avenue and Nordhoff Street	AM	0.208	A	0.220	A	0.298	A	0.380	A	0.082	NO	0.380	A	0.082	---	0.362	A	0.064	---
		PM	0.420	A	0.445	A	0.451	A	0.559	A	0.108	NO	0.559	A	0.108	---	0.536	A	0.085	---
24	Nordhoff Street and Nordhoff Way	AM	0.304	A	0.322	A	0.328	A	0.336	A	0.008	NO	0.336	A	0.008	---	0.334	A	0.006	---
		PM	0.537	A	0.569	A	0.572	A	0.653	B	0.081	NO	0.653	B	0.081	---	0.636	B	0.064	---
25	Tampa Avenue and SR-118 WB Ramps	AM	0.893	D	0.846	D	0.855	D	0.885	D	0.030	YES	0.878	D	0.023	NO	0.872	D	0.017	YES
		PM	0.744	C	0.689	B	0.702	C	0.709	C	0.007	NO	0.702	C	0.000	---	0.700	C	-0.002	---
26	Tampa Avenue and SR-118 EB Ramps	AM	0.880	D	0.833	D	0.841	D	0.843	D	0.002	NO	0.843	D	0.002	---	0.842	D	0.001	---
		PM	0.843	D	0.794	C	0.821	D	0.839	D	0.018	NO	0.839	D	0.018	---	0.835	D	0.014	---
27	Tampa Avenue and Chatsworth Street	AM	0.695	B	0.637	B	0.684	B	0.707	C	0.023	NO	0.700	C	0.016	---	0.695	B	0.011	---
		PM	0.649	B	0.588	A	0.553	A	0.571	A	0.018	NO	0.566	A	0.013	---	0.562	A	0.009	---
28	Tampa Avenue and Devonshire Street	AM	0.849	D	0.800	D	0.844	D	0.874	D	0.030	YES	0.855	D	0.011	YES	0.849	D	0.005	---
		PM	0.949	E	0.906	E	0.950	E	0.981	E	0.031	YES	0.966	E	0.016	NO	0.959	E	0.009	YES
29	Tampa Avenue and Lassen Street	AM	0.967	E	1.025	F	1.047	F	1.075	F	0.028	YES	1.061	F	0.014	NO	1.055	F	0.008	YES
		PM	0.948	E	1.005	F	1.027	F	1.057	F	0.030	YES	1.043	F	0.016	NO	1.036	F	0.009	YES
30	Tampa Avenue and Plummer Street	AM	0.859	D	0.911	E	0.937	E	0.989	E	0.052	YES	0.870	D	-0.067	YES	0.859	D	-0.078	---
		PM	0.915	E	0.970	E	0.980	E	1.011	F	0.031	YES	0.893	D	-0.087	YES	0.885	D	-0.095	---

Table 8B (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative B Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
31	Tampa Avenue and Nordhoff Street	AM	0.978	E	1.036	F	1.122	F	1.210	F	0.088	YES	1.087	F	-0.035	YES	1.067	F	-0.055	---
		PM	1.093	F	1.158	F	1.181	F	1.225	F	0.044	YES	1.100	F	-0.081	YES	1.090	F	-0.091	---
32	Tampa Avenue and Roscoe Boulevard	AM	0.949	E	1.006	F	1.010	F	1.025	F	0.015	YES	1.009	F	-0.001	YES	1.005	F	-0.005	---
		PM	0.801	D	0.849	D	0.854	D	0.859	D	0.005	NO	0.847	D	-0.007	---	0.847	D	-0.007	---
33	Tampa Avenue and Saticoy Street	AM	0.942	E	0.998	E	1.002	F	1.003	F	0.001	NO	0.989	E	-0.013	---	0.989	E	-0.013	---
		PM	0.921	E	0.976	E	0.978	E	0.986	E	0.008	NO	0.977	E	-0.001	---	0.975	E	-0.003	---
34	Wilbur Avenue and Plummer Street	AM	0.652	B	0.691	B	0.700	C	0.724	C	0.024	NO	0.724	C	0.024	---	0.719	C	0.019	---
		PM	0.558	A	0.592	A	0.590	A	0.604	B	0.014	NO	0.604	B	0.014	---	0.601	B	0.011	---
35	Wilbur Avenue and Nordhoff Street	AM	0.600	B	0.636	B	0.659	B	0.680	B	0.021	NO	0.680	B	0.021	---	0.675	B	0.016	---
		PM	0.582	A	0.617	B	0.618	B	0.637	B	0.019	NO	0.637	B	0.019	---	0.633	B	0.015	---
36	Reseda Boulevard and Plummer Street	AM	0.699	B	0.741	C	0.739	C	0.747	C	0.008	NO	0.669	B	-0.070	---	0.669	B	-0.070	---
		PM	1.195	F	1.266	F	1.291	F	1.307	F	0.016	YES	1.277	F	-0.014	YES	1.274	F	-0.017	---
37	Reseda Boulevard and Nordhoff Street	AM	0.820	D	0.869	D	0.898	D	0.910	E	0.012	YES	0.910	E	0.012	NO	0.907	E	0.009	YES
		PM	0.966	E	1.024	F	1.035	F	1.038	F	0.003	NO	1.038	F	0.003	---	1.038	F	0.003	---
38	Reseda Boulevard and Victory Boulevard	AM	0.993	E	1.026	F	1.028	F	1.028	F	0.000	NO	1.028	F	0.000	---	1.028	F	0.000	---
		PM	0.906	E	0.935	E	0.940	E	0.941	E	0.001	NO	0.941	E	0.001	---	0.941	E	0.001	---
39	Zelzah Avenue and Nordhoff Street	AM	0.897	D	0.951	E	1.013	F	1.024	F	0.011	YES	1.024	F	0.011	NO	1.022	F	0.009	YES
		PM	0.875	D	0.928	E	0.945	E	0.947	E	0.002	NO	0.947	E	0.002	---	0.947	E	0.002	---

ENGINEERS

Table 8C
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative C Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
1	De Soto Avenue and Plummer Street	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 Avenue and Nordhoff Street	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 Avenue and Roscoe Boulevard	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 Avenue and Devonshire Street	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 Avenue and Lassen Street	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 Avenue and Plummer Street	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 Avenue and Prairie Street	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 Avenue and Nordhoff Street	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 Avenue and Parthenia Street	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 Avenue and Roscoe Boulevard	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

Table 8C (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative C Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
11	Winnetka Avenue and Victory Boulevard	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	1.100	F	0.005	NO	1.092	F	-0.003	---
12	Corbin Avenue and Rinaldi Street	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 Avenue and Devonshire Street	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 Avenue and Lassen Street	AM	1.132	F	1.200	F	1.263	F	1.248	F	-0.015	NO	1.212	F	-0.051	---
		PM	0.947	E	1.003	F	1.044	F	1.064	F	0.020	YES	1.027	F	-0.017	YES
15	Corbin Avenue and Plummer Street	AM	0.993	E	1.053	F	1.119	F	1.095	F	-0.024	NO	1.028	F	-0.091	---
		PM	1.071	F	1.136	F	1.185	F	1.231	F	0.046	YES	1.083	F	-0.102	YES
16	Corbin Avenue and Prairie Street	AM	0.631	B	0.669	B	0.737	C	0.765	C	0.028	NO	0.715	C	-0.022	---
		PM	0.783	C	0.830	D	0.872	D	1.028	F	0.156	YES	0.795	C	-0.077	YES
17	Corbin Avenue and Nordhoff Place/Nordhoff Street	AM	0.443	A	0.470	A	0.628	B	0.628	B	0.000	NO	0.592	A	-0.036	---
		PM	0.984	E	1.043	F	1.108	F	1.185	F	0.077	YES	0.935	E	-0.173	YES
18	Corbin Avenue and Nordhoff Street/Nordhoff Way	AM	0.923	E	0.978	E	1.026	F	1.027	F	0.001	NO	0.968	E	-0.058	---
		PM	0.996	E	1.056	F	1.092	F	1.134	F	0.042	YES	1.074	F	-0.018	YES
19	Corbin Avenue and Parthenia Street	AM	1.070	F	1.134	F	1.151	F	1.133	F	-0.018	NO	1.076	F	-0.075	---
		PM	1.058	F	1.121	F	1.150	F	1.208	F	0.058	YES	1.151	F	0.001	YES
20	Corbin Avenue and Roscoe Boulevard	AM	0.877	D	0.929	E	0.960	E	0.957	E	-0.003	NO	0.920	E	-0.040	---
		PM	0.833	D	0.883	D	0.911	E	0.953	E	0.042	YES	0.916	E	0.005	YES

Table 8C (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative C Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
21	Corbin Avenue and Saticoy Street	AM	0.953	E	1.010	F	1.031	F	1.033	F	0.002	NO	1.003	F	-0.028	---
		PM	0.998	E	1.058	F	1.074	F	1.082	F	0.008	NO	1.052	F	-0.022	---
22	Shirley Avenue and Plummer Street	AM	0.467	A	0.495	A	0.499	A	0.495	A	-0.004	NO	0.475	A	-0.024	---
		PM	0.704	C	0.747	C	0.750	C	0.786	C	0.036	NO	0.786	C	0.036	---
23	Shirley Avenue and Nordhoff Street	AM	0.208	A	0.220	A	0.298	A	0.281	A	-0.017	NO	0.281	A	-0.017	---
		PM	0.420	A	0.445	A	0.451	A	0.554	A	0.103	NO	0.554	A	0.103	---
24	Nordhoff Street and Nordhoff Way	AM	0.304	A	0.322	A	0.328	A	0.339	A	0.011	NO	0.339	A	0.011	---
		PM	0.537	A	0.569	A	0.572	A	0.592	A	0.020	NO	0.592	A	0.020	---
25	Tampa Avenue and SR-118 WB Ramps	AM	0.893	D	0.846	D	0.855	D	0.847	D	-0.008	NO	0.840	D	-0.015	---
		PM	0.744	C	0.689	B	0.702	C	0.722	C	0.020	NO	0.715	C	0.013	---
26	Tampa Avenue and SR-118 EB Ramps	AM	0.880	D	0.833	D	0.841	D	0.843	D	0.002	NO	0.843	D	0.002	---
		PM	0.843	D	0.794	C	0.821	D	0.825	D	0.004	NO	0.825	D	0.004	---
27	Tampa Avenue and Chatsworth Street	AM	0.695	B	0.637	B	0.684	B	0.678	B	-0.006	NO	0.671	B	-0.013	---
		PM	0.649	B	0.588	A	0.553	A	0.557	A	0.004	NO	0.552	A	-0.001	---
28	Tampa Avenue and Devonshire Street	AM	0.849	D	0.800	D	0.844	D	0.836	D	-0.008	NO	0.818	D	-0.026	---
		PM	0.949	E	0.906	E	0.950	E	0.957	E	0.007	NO	0.942	E	-0.008	---
29	Tampa Avenue and Lassen Street	AM	0.967	E	1.025	F	1.047	F	1.040	F	-0.007	NO	1.025	F	-0.022	---
		PM	0.948	E	1.005	F	1.027	F	1.035	F	0.008	NO	1.020	F	-0.007	---
30	Tampa Avenue and Plummer Street	AM	0.859	D	0.911	E	0.937	E	0.929	E	-0.008	NO	0.910	E	-0.027	---
		PM	0.915	E	0.970	E	0.980	E	1.004	F	0.024	YES	0.985	E	0.005	YES

Table 8C (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative C Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
31	Tampa Avenue and Nordhoff Street	AM	0.978	E	1.036	F	1.122	F	1.103	F	-0.019	NO	1.079	F	-0.043	---
		PM	1.093	F	1.158	F	1.181	F	1.192	F	0.011	YES	1.166	F	-0.015	YES
32	Tampa Avenue and Roscoe Boulevard	AM	0.949	E	1.006	F	1.010	F	1.009	F	-0.001	NO	0.993	E	-0.017	---
		PM	0.801	D	0.849	D	0.854	D	0.867	D	0.013	NO	0.856	D	0.002	---
33	Tampa Avenue and Saticoy Street	AM	0.942	E	0.998	E	1.002	F	1.003	F	0.001	NO	0.990	E	-0.012	---
		PM	0.921	E	0.976	E	0.978	E	0.984	E	0.006	NO	0.975	E	-0.003	---
34	Wilbur Avenue and Plummer Street	AM	0.652	B	0.691	B	0.700	C	0.694	B	-0.006	NO	0.694	B	-0.006	---
		PM	0.558	A	0.592	A	0.590	A	0.604	B	0.014	NO	0.604	B	0.014	---
35	Wilbur Avenue and Nordhoff Street	AM	0.600	B	0.636	B	0.659	B	0.656	B	-0.003	NO	0.656	B	-0.003	---
		PM	0.582	A	0.617	B	0.618	B	0.634	B	0.016	NO	0.634	B	0.016	---
36	Reseda Boulevard and Plummer Street	AM	0.699	B	0.741	C	0.739	C	0.739	C	0.000	NO	0.670	B	-0.069	---
		PM	1.195	F	1.266	F	1.291	F	1.303	F	0.012	YES	1.269	F	-0.022	YES
37	Reseda Boulevard and Nordhoff Street	AM	0.820	D	0.869	D	0.898	D	0.895	D	-0.003	NO	0.895	D	-0.003	---
		PM	0.966	E	1.024	F	1.035	F	1.043	F	0.008	NO	1.043	F	0.008	---
38	Reseda Boulevard and Victory Boulevard	AM	0.993	E	1.026	F	1.028	F	1.029	F	0.001	NO	1.029	F	0.001	---
		PM	0.906	E	0.935	E	0.940	E	0.944	E	0.004	NO	0.944	E	0.004	---
39	Zelzah Avenue and Nordhoff Street	AM	0.897	D	0.951	E	1.013	F	1.009	F	-0.004	NO	1.009	F	-0.004	---
		PM	0.875	D	0.928	E	0.945	E	0.952	E	0.007	NO	0.952	E	0.007	---

Table 8D
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative D Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
1	De Soto Avenue and	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	---
	Plummer Street	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 Avenue and	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	---
	Nordhoff Street	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 Avenue and	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	---
	Roscoe Boulevard	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 Avenue and	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	---
	Devonshire Street	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 Avenue and	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	---
	Lassen Street	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 Avenue and	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	---
	Plummer Street	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 Avenue and	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	---
	Prairie Street	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 Avenue and	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	---
	Nordhoff Street	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 Avenue and	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	---
	Parthenia Street	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 Avenue and	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	---
	Roscoe Boulevard	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	---

Table 8D (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative D Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
11	Winnetka Avenue and	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	---
	Victory Boulevard	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 Avenue and	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	---
	Rinaldi Street	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 Avenue and	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	---
	Devonshire Street	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 Avenue and	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	---
	Lassen Street	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 Avenue and	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	---
	Plummer Street	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 Avenue and	AM	0.631	B	0.669	B	0.737	C	0.806	D	0.069	YES	0.756	C	0.019	YES	0.733	C	-0.004	---
	Prairie Street	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 Avenue and	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	---
	Nordhoff Place/Nordhoff Street	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 Avenue and	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	---
	Nordhoff Street/Nordhoff Way	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 Avenue and	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	---
	Parthenia Street	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 Avenue and	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	---
	Roscoe Boulevard	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	---

Table 8D (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative D Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
21	Corbin Avenue and	AM	0.953	E	1.010	F	1.031	F	1.034	F	0.003	NO	1.004	F	-0.027	---	1.003	F	-0.028	---
	Saticoy Street	PM	0.998	E	1.058	F	1.074	F	1.081	F	0.007	NO	1.051	F	-0.023	---	1.050	F	-0.024	---
22	Shirley Avenue and	AM	0.467	A	0.495	A	0.499	A	0.518	A	0.019	NO	0.545	A	0.046	---	0.541	A	0.042	---
	Plummer Street	PM	0.704	C	0.747	C	0.750	C	0.808	D	0.058	YES	0.790	C	0.040	NO	0.778	C	0.028	YES
23	Shirley Avenue and	AM	0.208	A	0.220	A	0.298	A	0.357	A	0.059	NO	0.357	A	0.059	---	0.342	A	0.044	---
	Nordhoff Street	PM	0.420	A	0.445	A	0.451	A	0.536	A	0.085	NO	0.536	A	0.085	---	0.519	A	0.068	---
24	Nordhoff Street and	AM	0.304	A	0.322	A	0.328	A	0.342	A	0.014	NO	0.342	A	0.014	---	0.340	A	0.012	---
	Nordhoff Way	PM	0.537	A	0.569	A	0.572	A	0.629	B	0.057	NO	0.629	B	0.057	---	0.616	B	0.044	---
25	Tampa Avenue and	AM	0.893	D	0.846	D	0.855	D	0.877	D	0.022	YES	0.870	D	0.015	YES	0.865	D	0.010	---
	SR-118 WB Ramps	PM	0.744	C	0.689	B	0.702	C	0.710	C	0.008	NO	0.703	C	0.001	---	0.702	C	0.000	---
26	Tampa Avenue and	AM	0.880	D	0.833	D	0.841	D	0.844	D	0.003	NO	0.844	D	0.003	---	0.844	D	0.003	---
	SR-118 EB Ramps	PM	0.843	D	0.794	C	0.821	D	0.834	D	0.013	NO	0.834	D	0.013	---	0.831	D	0.010	---
27	Tampa Avenue and	AM	0.695	B	0.637	B	0.684	B	0.701	C	0.017	NO	0.694	B	0.010	---	0.690	B	0.006	---
	Chatsworth Street	PM	0.649	B	0.588	A	0.553	A	0.565	A	0.012	NO	0.560	A	0.007	---	0.557	A	0.004	---
28	Tampa Avenue and	AM	0.849	D	0.800	D	0.844	D	0.865	D	0.021	YES	0.847	D	0.003	YES	0.841	D	-0.003	---
	Devonshire Street	PM	0.949	E	0.906	E	0.950	E	0.971	E	0.021	YES	0.956	E	0.006	YES	0.951	E	0.001	---
29	Tampa Avenue and	AM	0.967	E	1.025	F	1.047	F	1.067	F	0.020	YES	1.053	F	0.006	YES	1.048	F	0.001	---
	Lassen Street	PM	0.948	E	1.005	F	1.027	F	1.048	F	0.021	YES	1.034	F	0.007	YES	1.029	F	0.002	---
30	Tampa Avenue and	AM	0.859	D	0.911	E	0.937	E	0.977	E	0.040	YES	0.858	D	-0.079	YES	0.849	D	-0.088	---
	Plummer Street	PM	0.915	E	0.970	E	0.980	E	1.002	F	0.022	YES	0.884	D	-0.096	YES	0.879	D	-0.101	---

Table 8D (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative D Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
31	Tampa Avenue and	AM	0.978	E	1.036	F	1.122	F	1.187	F	0.065	YES	1.063	F	-0.059	YES	1.048	F	-0.074	---
	Nordhoff Street	PM	1.093	F	1.158	F	1.181	F	1.212	F	0.031	YES	1.086	F	-0.095	YES	1.079	F	-0.102	---
32	Tampa Avenue and	AM	0.949	E	1.006	F	1.010	F	1.023	F	0.013	YES	1.006	F	-0.004	YES	1.003	F	-0.007	---
	Roscoe Boulevard	PM	0.801	D	0.849	D	0.854	D	0.859	D	0.005	NO	0.848	D	-0.006	---	0.848	D	-0.006	---
33	Tampa Avenue and	AM	0.942	E	0.998	E	1.002	F	1.004	F	0.002	NO	0.990	E	-0.012	---	0.990	E	-0.012	---
	Saticoy Street	PM	0.921	E	0.976	E	0.978	E	0.984	E	0.006	NO	0.975	E	-0.003	---	0.974	E	-0.004	---
34	Wilbur Avenue and	AM	0.652	B	0.691	B	0.700	C	0.718	C	0.018	NO	0.718	C	0.018	---	0.714	C	0.014	---
	Plummer Street	PM	0.558	A	0.592	A	0.590	A	0.601	B	0.011	NO	0.601	B	0.011	---	0.599	A	0.009	---
35	Wilbur Avenue and	AM	0.600	B	0.636	B	0.659	B	0.675	B	0.016	NO	0.675	B	0.016	---	0.672	B	0.013	---
	Nordhoff Street	PM	0.582	A	0.617	B	0.618	B	0.633	B	0.015	NO	0.633	B	0.015	---	0.630	B	0.012	---
36	Reseda Boulevard and	AM	0.699	B	0.741	C	0.739	C	0.746	C	0.007	NO	0.746	C	0.007	---	0.745	C	0.006	---
	Plummer Street	PM	1.195	F	1.266	F	1.291	F	1.303	F	0.012	YES	1.303	F	0.012	NO	1.300	F	0.009	YES
37	Reseda Boulevard and	AM	0.820	D	0.869	D	0.898	D	0.906	E	0.008	NO	0.906	E	0.008	---	0.904	E	0.006	---
	Nordhoff Street	PM	0.966	E	1.024	F	1.035	F	1.039	F	0.004	NO	1.039	F	0.004	---	1.038	F	0.003	---
38	Reseda Boulevard and	AM	0.993	E	1.026	F	1.028	F	1.029	F	0.001	NO	1.029	F	0.001	---	1.029	F	0.001	---
	Victory Boulevard	PM	0.906	E	0.935	E	0.940	E	0.941	E	0.001	NO	0.941	E	0.001	---	0.941	E	0.001	---
39	Zelzah Avenue and	AM	0.897	D	0.951	E	1.013	F	1.021	F	0.008	NO	1.021	F	0.008	---	1.019	F	0.006	---
	Nordhoff Street	PM	0.875	D	0.928	E	0.945	E	0.948	E	0.003	NO	0.948	E	0.003	---	0.947	E	0.002	---

• No. 13: Corbin Avenue/Devonshire Street	AM Peak Hour: *v/c*=1.051, LOS F
	PM Peak Hour: *v/c*=0.942, LOS E
• No. 14: Corbin Avenue/Lassen Street	AM Peak Hour: *v/c*=1.132, LOS F
	PM Peak Hour: *v/c*=0.947, LOS E
• No. 15: Corbin Avenue/Plummer Street	AM Peak Hour: *v/c*=0.993, LOS E
	PM Peak Hour: *v/c*=1.071, LOS F
• No. 17: Corbin Avenue/Nordhoff Pl./Nordhoff St.	PM Peak Hour: *v/c*=0.984, LOS E
• No. 18: Corbin Avenue/Nordhoff St./Nordhoff Way	AM Peak Hour: *v/c*=0.923, LOS E
	PM Peak Hour: *v/c*=0.996, LOS E
• No. 19: Corbin Avenue/Parthenia Street	AM Peak Hour: *v/c*=1.070, LOS F
	PM Peak Hour: *v/c*=1.058, LOS F
• No. 21: Corbin Avenue/Saticoy Street	AM Peak Hour: *v/c*=0.953, LOS E
	PM Peak Hour: *v/c*=0.998, LOS E
• No. 28: Tampa Avenue/Devonshire Street	PM Peak Hour: *v/c*=0.949, LOS E
• No. 29: Tampa Avenue/Lassen Street	AM Peak Hour: *v/c*=0.967, LOS E
	PM Peak Hour: *v/c*=0.948, LOS E
• No. 30: Tampa Avenue/Plummer Street	PM Peak Hour: *v/c*=0.915, LOS E
• No. 31: Tampa Avenue/Nordhoff Street	AM Peak Hour: *v/c*=0.978, LOS E
	PM Peak Hour: *v/c*=1.093, LOS F
• No. 32: Tampa Avenue/Roscoe Boulevard	AM Peak Hour: *v/c*=0.949, LOS E
• No. 33: Tampa Avenue/Saticoy Street	AM Peak Hour: *v/c*=0.942, LOS E
	PM Peak Hour: *v/c*=0.921, LOS E
• No. 36: Reseda Boulevard/Plummer Street	PM Peak Hour: *v/c*=1.195, LOS F
• No. 37: Reseda Boulevard/Nordhoff Street	PM Peak Hour: *v/c*=0.966, LOS E
• No. 38: Reseda Boulevard/Victory Boulevard	AM Peak Hour: *v/c*=0.993, LOS E
	PM Peak Hour: *v/c*=0.906, LOS E

As previously mentioned, the existing traffic volumes for the AM and PM peak hours are displayed in Exhibits 4 and 5, respectively.

Future With Ambient Growth

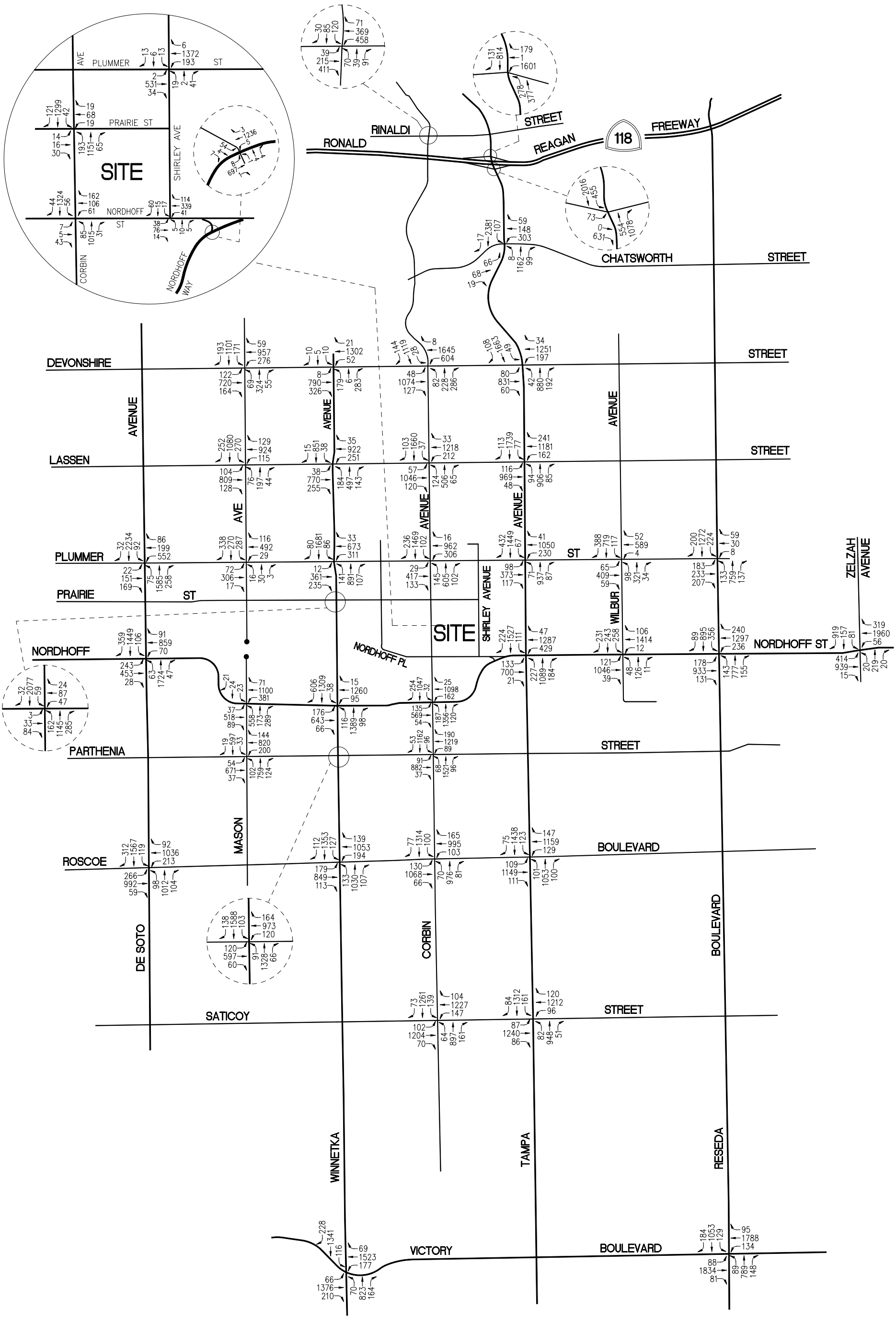
Growth in traffic due to the combined effects of continuing development, intensification of existing development, and other factors, were assumed to be two percent (2%) per year through year 2005. This ambient growth incrementally increases the Volume-to-Capacity ratios at all of the study intersections. As previously mentioned, a 0.10 reduction in the *v/c* ratios due to the installation of ATSAC/ATCS has been assumed in the future pre-project conditions for the study intersections located in the Ronald Reagan Freeway (SR-118) Corridor System.

As shown in Column [2] of Table 7A, 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. The following 25 study intersections are expected to operate at LOS E or F during the peak hours with the addition of ambient growth traffic:

• No. 1: De Soto Avenue/Plummer Street	AM Peak Hour: *v/c*=1.206, LOS F
	PM Peak Hour: *v/c*=1.134, LOS F
• No. 2: De Soto Avenue/Nordhoff Street	AM Peak Hour: *v/c*=1.093, LOS F
	PM Peak Hour: *v/c*=0.964, LOS E
• No. 3: De Soto Avenue/Roscoe Boulevard	PM Peak Hour: *v/c*=0.939, LOS E
• No. 8: Winnetka Avenue/Nordhoff Street	AM Peak Hour: *v/c*=1.058, LOS F
	PM Peak Hour: *v/c*=0.965, LOS E
• No. 9: Winnetka Avenue/Parthenia Street	AM Peak Hour: *v/c*=1.095, LOS F
	PM Peak Hour: *v/c*=1.185, LOS F
• No. 10: Winnetka Avenue/Roscoe Boulevard	AM Peak Hour: *v/c*=1.048, LOS F
	PM Peak Hour: *v/c*=0.966, LOS E
• No. 11: Winnetka Avenue/Victory Boulevard	AM Peak Hour: *v/c*=0.914, LOS E
	PM Peak Hour: *v/c*=1.095, LOS F
• No. 13: Corbin Avenue/Devonshire Street	AM Peak Hour: *v/c*=1.014, LOS F
• No. 14: Corbin Avenue/Lassen Street	AM Peak Hour: *v/c*=1.200, LOS F
	PM Peak Hour: *v/c*=1.003, LOS F
• No. 15: Corbin Avenue/Plummer Street	AM Peak Hour: *v/c*=1.053, LOS F
	PM Peak Hour: *v/c*=1.136, LOS F

• No. 17: Corbin Avenue/Nordhoff Pl./Nordhoff St.	PM Peak Hour: *v/c*=1.043, LOS F
• No. 18: Corbin Avenue/Nordhoff St./Nordhoff Way	AM Peak Hour: *v/c*=0.978, LOS E
	PM Peak Hour: *v/c*=1.056, LOS F
• No. 19: Corbin Avenue/Parthenia Street	AM Peak Hour: *v/c*=1.134, LOS F
	PM Peak Hour: *v/c*=1.121, LOS F
• No. 20: Corbin Avenue/Roscoe Boulevard	AM Peak Hour: *v/c*=0.929, LOS E
• No. 21: Corbin Avenue/Saticoy Street	AM Peak Hour: *v/c*=1.010, LOS F
	PM Peak Hour: *v/c*=1.058, LOS F
• No. 28: Tampa Avenue/Devonshire Street	PM Peak Hour: *v/c*=0.906, LOS E
• No. 29: Tampa Avenue/Lassen Street	AM Peak Hour: *v/c*=1.025, LOS E
	PM Peak Hour: *v/c*=1.005, LOS E
• No. 30: Tampa Avenue/Plummer Street	AM Peak Hour: *v/c*=0.911, LOS E
	PM Peak Hour: *v/c*=0.970, LOS E
• No. 31: Tampa Avenue/Nordhoff Street	AM Peak Hour: *v/c*=1.036, LOS F
	PM Peak Hour: *v/c*=1.158, LOS F
• No. 32: Tampa Avenue/Roscoe Boulevard	AM Peak Hour: *v/c*=1.006, LOS F
• No. 33: Tampa Avenue/Saticoy Street	AM Peak Hour: *v/c*=0.998, LOS E
	PM Peak Hour: *v/c*=0.976, LOS E
• No. 36: Reseda Boulevard/Plummer Street	PM Peak Hour: *v/c*=1.266, LOS F
• No. 37: Reseda Boulevard/Nordhoff Street	PM Peak Hour: *v/c*=1.024, LOS F
• No. 38: Reseda Boulevard/Victory Boulevard	AM Peak Hour: *v/c*=1.026, LOS F
	PM Peak Hour: *v/c*=0.935, LOS E
• No. 39: Zelzah Avenue/Nordhoff Street	PM Peak Hour: *v/c*=0.928, LOS E

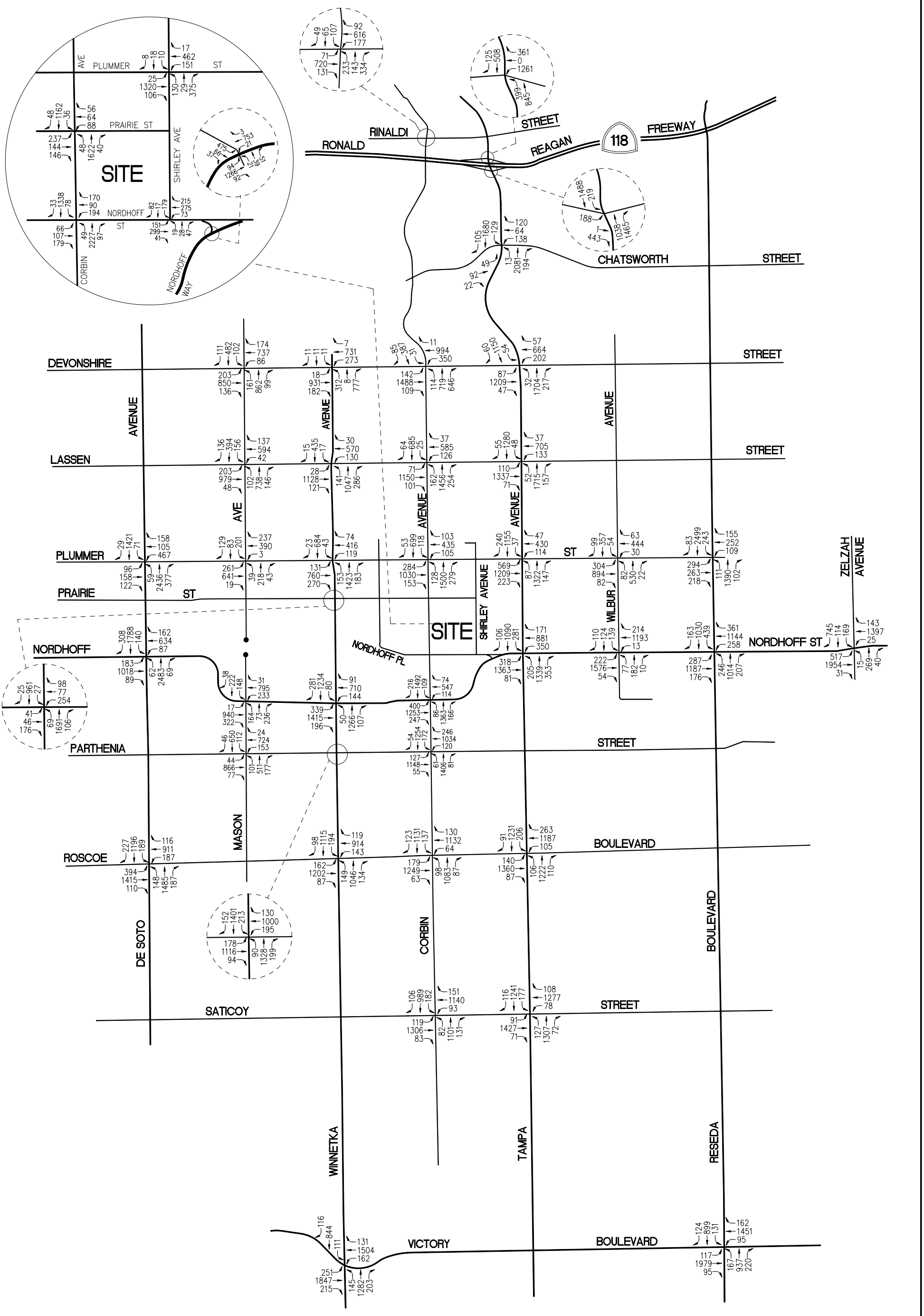
The existing with ambient growth traffic volumes at the study intersections for the AM and PM peak hours are displayed in Exhibits 18 and 19, respectively.



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

18
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

19

EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES

PM PEAK HOUR

KRAUSZ PROPERTY PROJECT

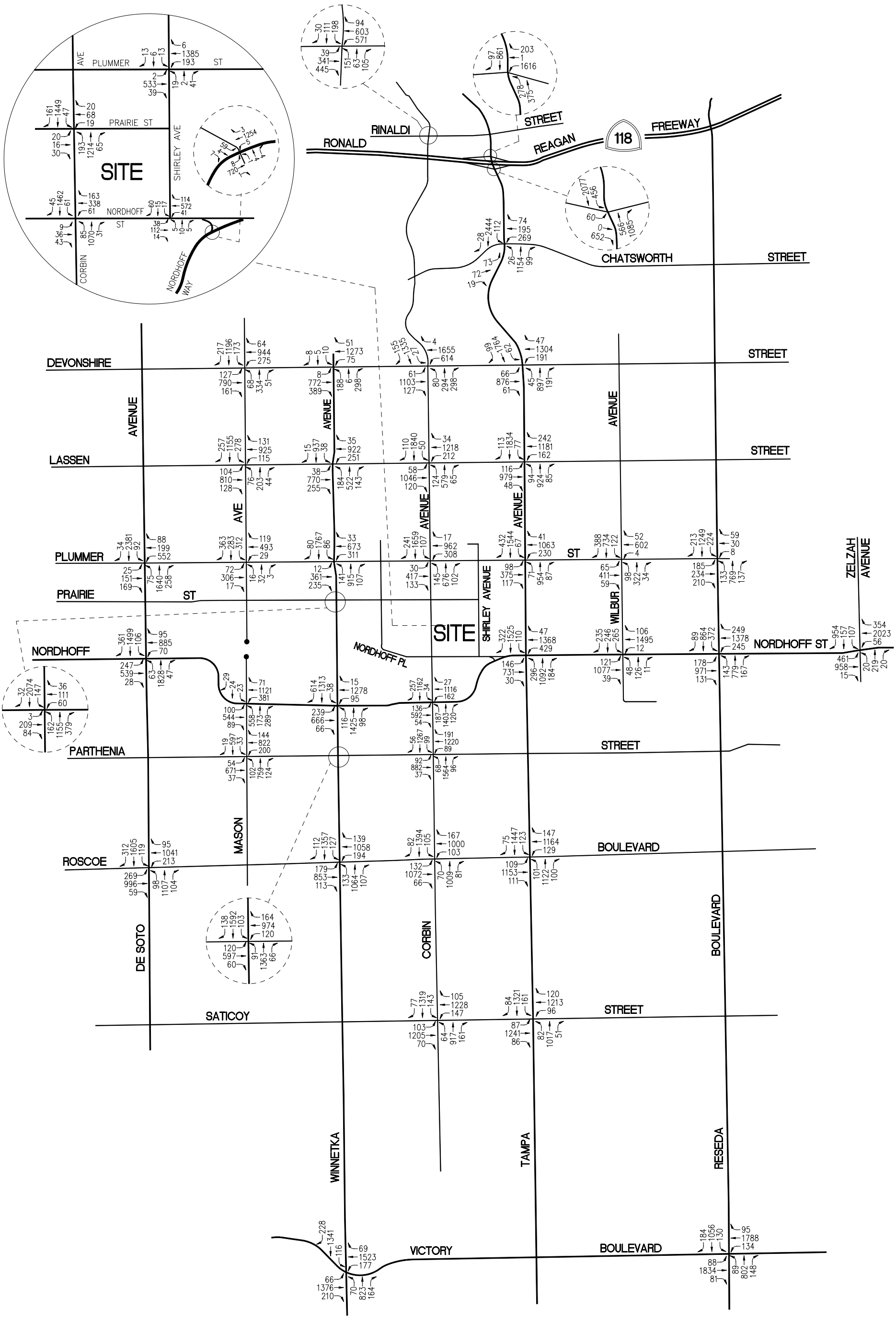
Future With Related Projects

The Levels of Service at all of the study intersections are incrementally increased by the addition of traffic generated by the related projects listed in Table 3. As noted previously, roadway improvements associated with the Porter Ranch project have been assumed in the future pre-project conditions. As presented in Column [3] of Table 7A, 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 the traffic due to related projects. The following 26 study intersections are anticipated to operate at LOS E or F with the addition of growth in ambient traffic and related projects traffic during the peak hours:

• No. 1: De Soto Avenue/Plummer Street	AM Peak Hour: *v/c*=1.226, LOS F
	PM Peak Hour: *v/c*=1.170, LOS F
• No. 2: De Soto Avenue/Nordhoff Street	AM Peak Hour: *v/c*=1.139, LOS F
	PM Peak Hour: *v/c*=0.990, LOS E
• No. 3: De Soto Avenue/Roscoe Boulevard	PM Peak Hour: *v/c*=0.970, LOS E
• No. 6: Winnetka Avenue/Plummer Street	AM Peak Hour: *v/c*=0.910, LOS E
• No. 8: Winnetka Avenue/Nordhoff Street	AM Peak Hour: *v/c*=1.118, LOS F
	PM Peak Hour: *v/c*=0.971, LOS E
• No. 9: Winnetka Avenue/Parthenia Street	AM Peak Hour: *v/c*=1.097, LOS F
	PM Peak Hour: *v/c*=1.191, LOS F
• No. 10: Winnetka Avenue/Roscoe Boulevard	AM Peak Hour: *v/c*=1.051, LOS F
	PM Peak Hour: *v/c*=0.979, LOS E
• No. 11: Winnetka Avenue/Victory Boulevard	AM Peak Hour: *v/c*=0.914, LOS E
	PM Peak Hour: *v/c*=1.095, LOS F
• No. 13: Corbin Avenue/Devonshire Street	AM Peak Hour: *v/c*=0.929, LOS E
	PM Peak Hour: *v/c*=0.965, LOS E
• No. 14: Corbin Avenue/Lassen Street	AM Peak Hour: *v/c*=1.263, LOS F
	PM Peak Hour: *v/c*=1.044, LOS F
• No. 15: Corbin Avenue/Plummer Street	AM Peak Hour: *v/c*=1.119, LOS F
	PM Peak Hour: *v/c*=1.185, LOS F
• No. 17: Corbin Avenue/Nordhoff Pl./Nordhoff St.	PM Peak Hour: *v/c*=1.108, LOS F

• No. 18: Corbin Avenue/Nordhoff St./Nordhoff Way	AM Peak Hour: *v/c*=1.026, LOS F
	PM Peak Hour: *v/c*=1.092, LOS F
• No. 19: Corbin Avenue/Parthenia Street	AM Peak Hour: *v/c*=1.151, LOS F
	PM Peak Hour: *v/c*=1.150, LOS F
• No. 20: Corbin Avenue/Roscoe Boulevard	AM Peak Hour: *v/c*=0.960, LOS E
	PM Peak Hour: *v/c*=0.911, LOS E
• No. 21: Corbin Avenue/Saticoy Street	AM Peak Hour: *v/c*=1.031, LOS F
	PM Peak Hour: *v/c*=1.074, LOS F
• No. 28: Tampa Avenue/Devonshire Street	PM Peak Hour: *v/c*=0.950, LOS E
• No. 29: Tampa Avenue/Lassen Street	AM Peak Hour: *v/c*=1.047, LOS F
	PM Peak Hour: *v/c*=1.027, LOS F
• No. 30: Tampa Avenue/Plummer Street	AM Peak Hour: *v/c*=0.937, LOS E
	PM Peak Hour: *v/c*=0.980, LOS E
• No. 31: Tampa Avenue/Nordhoff Street	AM Peak Hour: *v/c*=1.122, LOS F
	PM Peak Hour: *v/c*=1.181, LOS F
• No. 32: Tampa Avenue/Roscoe Boulevard	AM Peak Hour: *v/c*=1.010, LOS F
• No. 33: Tampa Avenue/Saticoy Street	AM Peak Hour: *v/c*=1.002, LOS F
	PM Peak Hour: *v/c*=0.978, LOS E
• No. 36: Reseda Boulevard/Plummer Street	PM Peak Hour: *v/c*=1.291, LOS F
• No. 37: Reseda Boulevard/Nordhoff Street	PM Peak Hour: *v/c*=1.035, LOS F
• No. 38: Reseda Boulevard/Victory Boulevard	AM Peak Hour: *v/c*=1.028, LOS F
	PM Peak Hour: *v/c*=0.940, LOS E
• No. 39: Zelzah Avenue/Nordhoff Street	AM Peak Hour: *v/c*=0.913, LOS E
	PM Peak Hour: *v/c*=0.945, LOS E

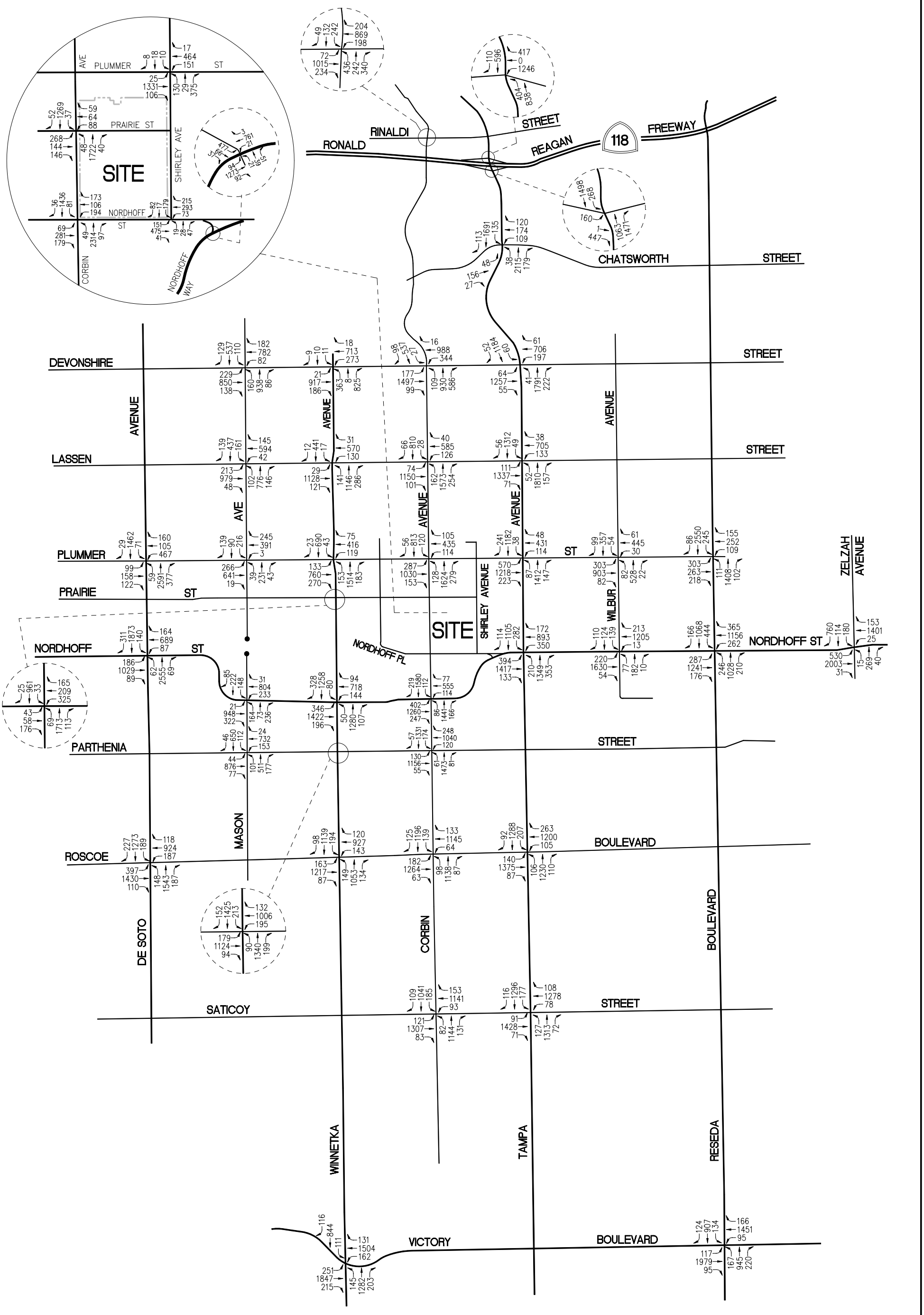
The future pre-project (existing, ambient growth and related projects) traffic volumes for the AM and PM peak hours are shown in Exhibits 20 and 21, respectively.



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

20
FUTURE PRE-PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

21
FUTURE PRE-PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT

Future With Krausz Property Only Alternative A Project

As shown in Column [4] of Table 7A, application of the City's significant traffic impact thresholds to the Future With Krausz Property Only Alternative A Project scenario indicates that 13 study intersections would be significantly impacted. The proposed Krausz Property Only Alternative A project would create significant impacts according to the City's impact criteria at the intersections during the peak hours as shown below:

- Intersection No. 8: Winnetka Avenue and Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.013 [from 0.971 to 0.984 (LOS E)]

- Intersection No. 9: Winnetka Avenue and Parthenia Street
  PM peak hour *v/c* ratio increase of 0.011 [from 1.191 to 1.202 (LOS F)]

- Intersection No. 13: Corbin Avenue and Devonshire Street
  PM peak hour *v/c* ratio increase of 0.013 [from 0.965 to 0.978 (LOS E)]

- Intersection No. 14: Corbin Avenue and Lassen Street
  PM peak hour *v/c* ratio increase of 0.020 [from 1.044 to 1.064 (LOS F)]

- Intersection No. 15: Corbin Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.043 [from 1.185 to 1.228 (LOS F)]

- Intersection No. 16: Corbin Avenue and Prairie Street
  PM peak hour *v/c* ratio increase of 0.140 [from 0.872 to 1.012 (LOS F)]

- Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.074 [from 1.108 to 1.182 (LOS F)]

- Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way
  PM peak hour *v/c* ratio increase of 0.041 [from 1.092 to 1.133 (LOS F)]

- Intersection No. 19: Corbin Avenue and Parthenia Street
  PM peak hour *v/c* ratio increase of 0.049 [from 1.150 to 1.199 (LOS F)]

- Intersection No. 20: Corbin Avenue and Roscoe Boulevard
  PM peak hour *v/c* ratio increase of 0.036 [from 0.911 to 0.947 (LOS E)]

- Intersection No. 30: Tampa Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.021 [from 0.980 to 1.001 (LOS F)]

- Intersection No. 31: Tampa Avenue and Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.013 [from 1.181 to 1.194 (LOS F)]

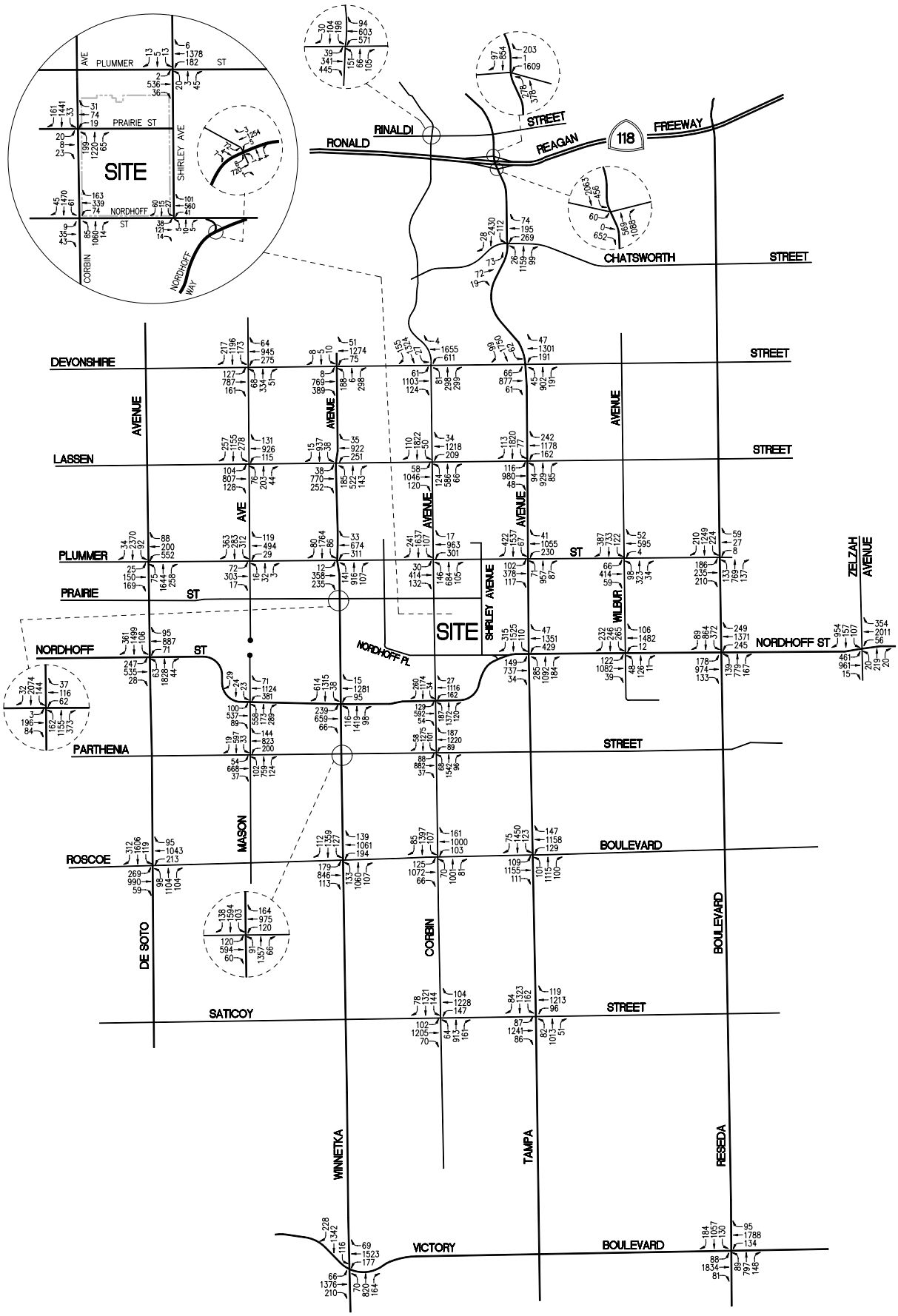
- Intersection No. 36: Reseda Boulevard and Plummer Street
  PM peak hour *v/c* ratio increase of 0.010 [from 1.291 to 1.301 (LOS F)]

As indicated in Table 7A, incremental but not significant impacts are noted at the remaining study intersections due to development of the proposed project. The future with Alternative A project (existing, ambient growth, related projects and Alternative A project) traffic volumes under the Krausz Property Only project at the study intersections for the AM and PM peak hours are shown in Exhibits 22A and 22B, respectively.

Future With Krausz Property Only Alternative B Project

As shown in Column [4] of Table 7B, application of the City's significant traffic impact thresholds to the Future With Krausz Property Only Alternative B Project scenario indicates that 19 study intersections would be significantly impacted. The proposed Krausz Property Only Alternative B project would create significant impacts according to the City's impact criteria at the intersections during the peak hours as shown below:

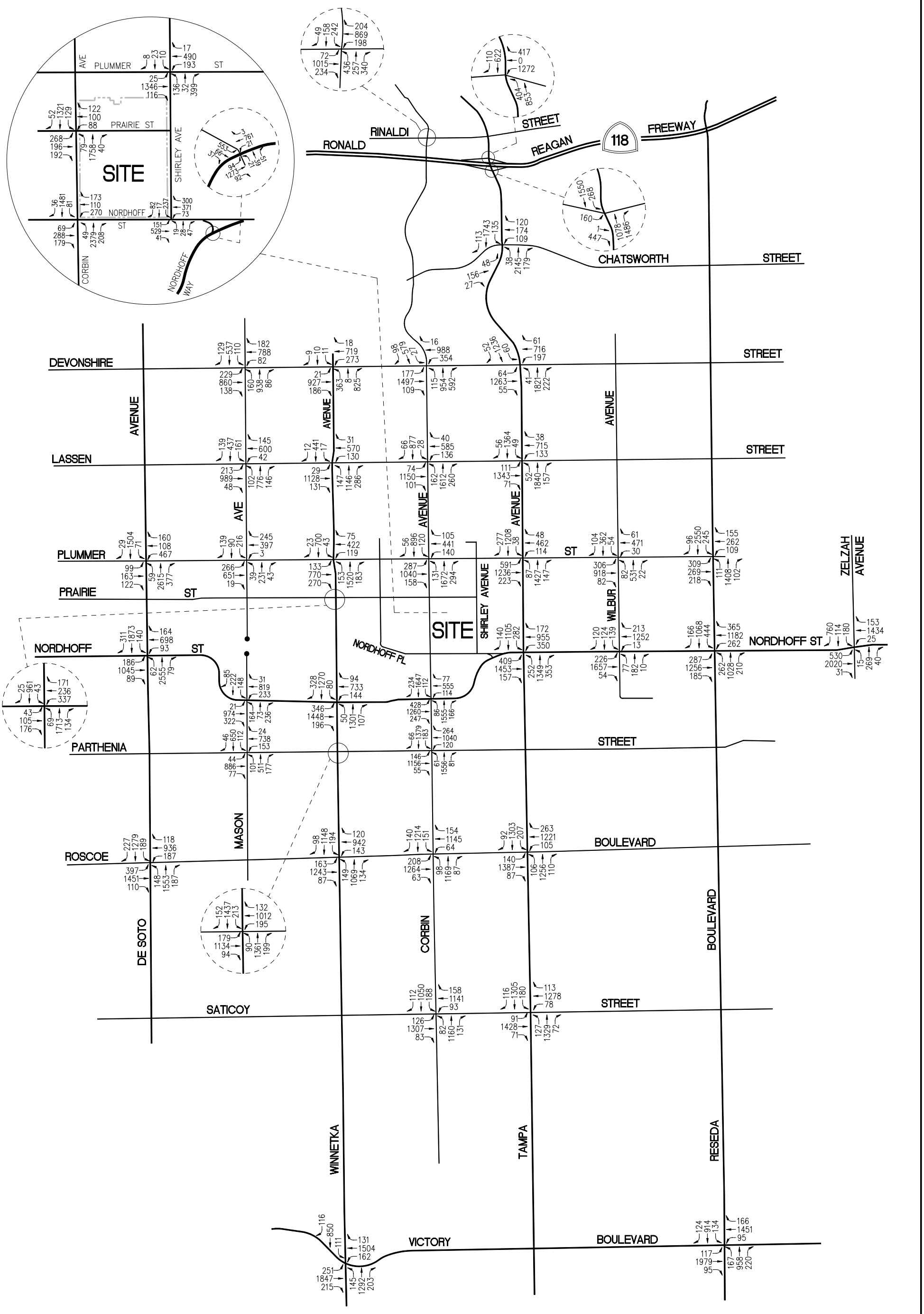
- Intersection No. 1: De Soto Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.014 [from 1.070 to 1.084 (LOS F)]



LINSCOTT LAW & GREENSPAN ENGINEERS

NOT TO SCALE

22A
FUTURE WITH KRAUSZ PROPERTY ONLY ALTERNATIVE A
TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

22B
FUTURE WITH KRAUSZ PROPERTY ONLY ALTERNATIVE A TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT

- Intersection No. 7: Winnetka Avenue and Prairie Street
  AM peak hour *v/c* ratio increase of 0.042 [from 0.755 to 0.797 (LOS C)]

- Intersection No. 8: Winnetka Avenue and Nordhoff Street
  AM peak hour *v/c* ratio increase of 0.011 [from 1.118 to 1.129 (LOS F)]

- Intersection No. 13: Corbin Avenue and Devonshire Street
  AM peak hour *v/c* ratio increase of 0.018 [from 0.929 to 0.947 (LOS E)]
  PM peak hour *v/c* ratio increase of 0.021 [from 0.965 to 0.986 (LOS E)]

- Intersection No. 14: Corbin Avenue and Lassen Street
  AM peak hour *v/c* ratio increase of 0.037 [from 1.263 to 1.300 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.030 [from 1.044 to 1.074 (LOS F)]

- Intersection No. 15: Corbin Avenue and Plummer Street
  AM peak hour *v/c* ratio increase of 0.065 [from 1.119 to 1.184 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.052 [from 1.185 to 1.237 (LOS F)]

- Intersection No. 16: Corbin Avenue and Prairie Street
  AM peak hour *v/c* ratio increase of 0.060 [from 0.737 to 0.797 (LOS C)]
  PM peak hour *v/c* ratio increase of 0.129 [from 0.872 to 1.001 (LOS F)]

- Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.079 [from 1.108 to 1.187 (LOS F)]

- Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way
  AM peak hour *v/c* ratio increase of 0.029 [from 1.026 to 1.055 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.055 [from 1.092 to 1.147 (LOS F)]

- Intersection No. 19: Corbin Avenue and Parthenia Street
  AM peak hour *v/c* ratio increase of 0.057 [from 1.151 to 1.208 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.026 [from 1.150 to 1.176 (LOS F)]

- Intersection No. 20: Corbin Avenue and Roscoe Boulevard
  AM peak hour *v/c* ratio increase of 0.025 [from 0.960 to 0.985 (LOS E)]
  PM peak hour *v/c* ratio increase of 0.030 [from 0.911 to 0.941 (LOS E)]

- Intersection No. 22: Shirley Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.050 [from 0.750 to 0.800 (LOS D)]

- Intersection No. 25: Tampa Avenue and SR-118 WB Ramps
  AM peak hour *v/c* ratio increase of 0.021 [from 0.855 to 0.876 (LOS D)]

- Intersection No. 28: Tampa Avenue and Devonshire Street
  AM peak hour *v/c* ratio increase of 0.020 [from 0.844 to 0.864 (LOS D)]
  PM peak hour *v/c* ratio increase of 0.019 [from 0.950 to 0.969 (LOS E)]

- Intersection No. 29: Tampa Avenue and Lassen Street
  AM peak hour *v/c* ratio increase of 0.019 [from 1.047 to 1.066 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.019 [from 1.027 to 1.046 (LOS F)]

- Intersection No. 30: Tampa Avenue and Plummer Street
  AM peak hour *v/c* ratio increase of 0.036 [from 0.937 to 0.973 (LOS E)]
  PM peak hour *v/c* ratio increase of 0.019 [from 0.980 to 0.999 (LOS E)]

- Intersection No. 31: Tampa Avenue and Nordhoff Street
  AM peak hour *v/c* ratio increase of 0.060 [from 1.122 to 1.182 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.028 [from 1.181 to 1.209 (LOS F)]

- Intersection No. 32: Tampa Avenue and Roscoe Boulevard
  AM peak hour *v/c* ratio increase of 0.011 [from 1.010 to 1.021 (LOS F)

- Intersection No. 36: Reseda Boulevard and Plummer Street
  PM peak hour *v/c* ratio increase of 0.010 [from 1.291 to 1.301 (LOS F)]

As indicated in Table 7B, incremental but not significant impacts are noted at the remaining study intersections due to development of the proposed project. The future with Alternative B project (existing, ambient growth, related projects and Alternative B project) traffic volumes under the Krausz Only Project conditions at the study intersections for the AM and PM peak hours are shown in Exhibits 23A and 23B, respectively.

Future With Krausz Property Only Alternative C Project

As shown in Column [4] of Table 7C, application of the City's significant traffic impact thresholds to the Future With Krausz Property Only Alternative C Project scenario indicates that 13 study intersections would be significantly impacted. The proposed Krausz Property Only Alternative C project would create significant impacts according to the City's impact criteria at the intersections during the peak hours as shown below:

- Intersection No. 8: Winnetka Avenue and Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.013 [from 0.971 to 0.984 (LOS E)]

- Intersection No. 9: Winnetka Avenue and Parthenia Street
  PM peak hour *v/c* ratio increase of 0.010 [from 1.191 to 1.201 (LOS F)]

- Intersection No. 13: Corbin Avenue and Devonshire Street
  PM peak hour *v/c* ratio increase of 0.011 [from 0.965 to 0.976 (LOS E)]

- Intersection No. 14: Corbin Avenue and Lassen Street
  PM peak hour *v/c* ratio increase of 0.017 [from 1.044 to 1.061 (LOS F)]

23A
FUTURE WITH KRAUSZ PROPERTY ONLY ALTERNATIVE B TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT

LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

o:\job_file\3166\dwg\e23a.dwg LDP 11:07:23 03/20/2003 rodriquez

23B
FUTURE WITH KRAUSZ PROPERTY ONLY ALTERNATIVE B
TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT

LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

o:\job_file\3166\dwg\e23b.dwg LDP 11:08:52 03/20/2003 rodriquez

- Intersection No. 15: Corbin Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.039 [from 1.185 to 1.224 (LOS F)]

- Intersection No. 16: Corbin Avenue and Prairie Street
  PM peak hour *v/c* ratio increase of 0.123 [from 0.872 to 0.995 (LOS E)]

- Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.063 [from 1.108 to 1.171 (LOS F)]

- Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way
  PM peak hour *v/c* ratio increase of 0.036 [from 1.092 to 1.128 (LOS F)]

- Intersection No. 19: Corbin Avenue and Parthenia Street
  PM peak hour *v/c* ratio increase of 0.047 [from 1.150 to 1.197 (LOS F)]

- Intersection No. 20: Corbin Avenue and Roscoe Boulevard
  PM peak hour *v/c* ratio increase of 0.034 [from 0.911 to 0.945 (LOS D)]

- Intersection No. 30: Tampa Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.019 [from 0.980 to 0.999 (LOS E)]

- Intersection No. 31: Tampa Avenue and Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.010 [from 1.181 to 1.191 (LOS F)]

- Intersection No. 36: Reseda Boulevard and Plummer Street
  PM peak hour *v/c* ratio increase of 0.010 [from 1.291 to 1.301 (LOS F)]

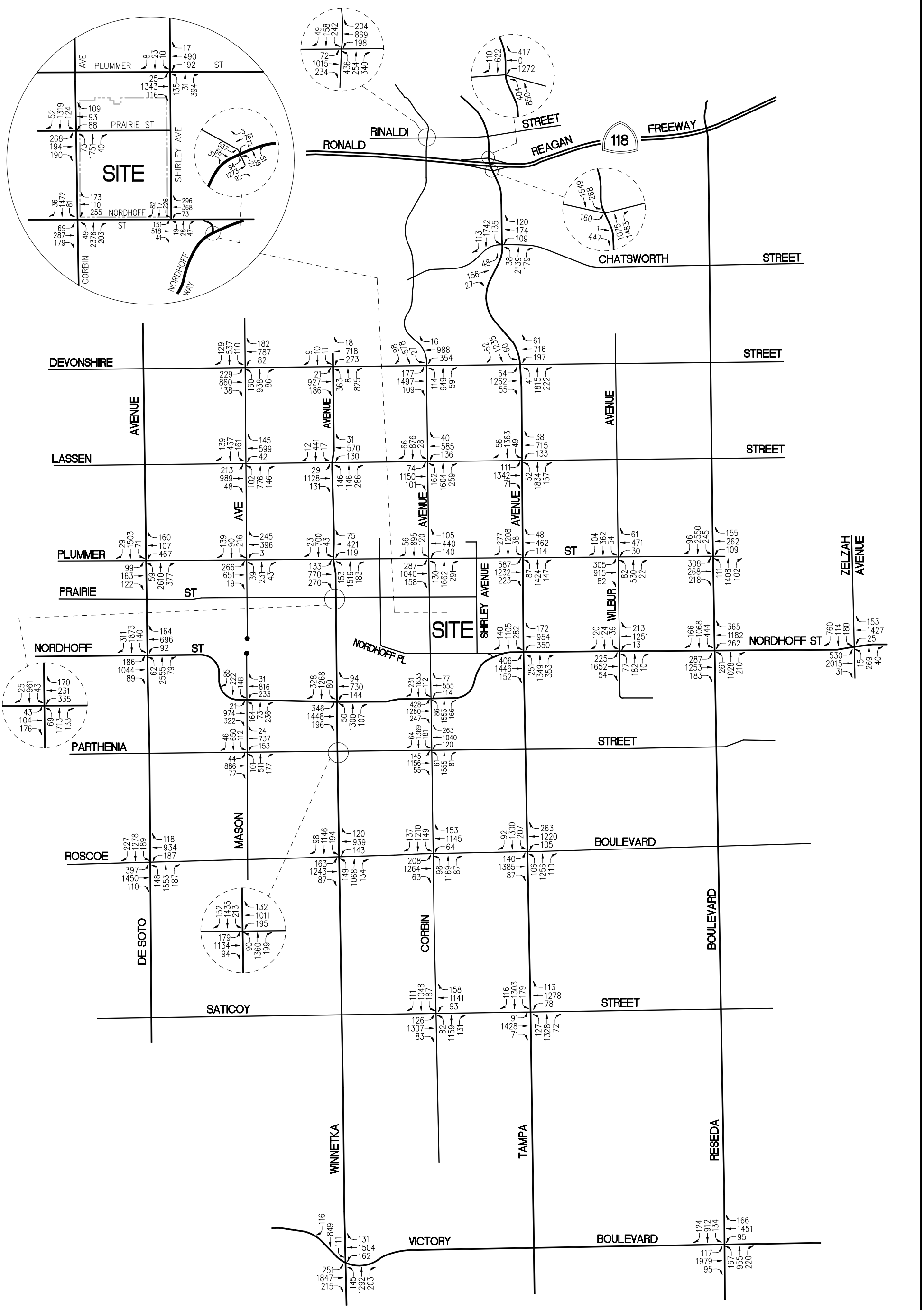
As indicated in Table 7C, incremental but not significant impacts are noted at the remaining study intersections due to development of the proposed project. The future with Alternative C project (existing, ambient growth, related projects and Alternative C project) traffic volumes at the study intersections for the AM and PM peak hours are shown in Exhibits 24A and 24B, respectively.

24A
FUTURE WITH KRAUSZ PROPERTY ONLY ALTERNATIVE C
TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT

LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

o:\job_file\3166\dwg\e24a.dwg LDP 11:13:16 03/20/2003 rodriquez



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

24B
FUTURE WITH KRAUSZ PROPERTY ONLY ALTERNATIVE C TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT

o:\job_file\3166\dwg\e24b.dwg LDP 11:18:27 03/20/2003 rodriquez

Future With Krausz Property Only Alternative D Project

As shown in Column [4] of Table 7D, application of the City's significant traffic impact thresholds to the Future With Krausz Property Only Alternative D Project scenario indicates that 13 study intersections would be significantly impacted. The proposed Krausz Property Only Alternative D project would create significant impacts according to the City's impact criteria at the intersections during the peak hours as shown below:

- Intersection No. 1: De Soto Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.010 [from 1.170 to 1.180 (LOS F)]

- Intersection No. 13: Corbin Avenue and Devonshire Street
  AM peak hour *v/c* ratio increase of 0.014 [from 0.929 to 0.943 (LOS E)]
  PM peak hour *v/c* ratio increase of 0.016 [from 0.965 to 0.981 (LOS E)]

- Intersection No. 14: Corbin Avenue and Lassen Street
  AM peak hour *v/c* ratio increase of 0.027 [from 1.263 to 1.290 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.023 [from 1.044 to 1.067 (LOS F)]

- Intersection No. 15: Corbin Avenue and Plummer Street
  AM peak hour *v/c* ratio increase of 0.047 [from 1.119 to 1.166 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.042 [from 1.185 to 1.227 (LOS F)]

- Intersection No. 16: Corbin Avenue and Prairie Street
  AM peak hour *v/c* ratio increase of 0.041 [from 0.737 to 0.778 (LOS C)]
  PM peak hour *v/c* ratio increase of 0.102 [from 0.872 to 0.974 (LOS E)]

- Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.061 [from 1.108 to 1.169 (LOS F)]

- Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way
  AM peak hour *v/c* ratio increase of 0.028 [from 1.026 to 1.054 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.044 [from 1.092 to 1.136 (LOS F)]

- Intersection No. 19: Corbin Avenue and Parthenia Street
  AM peak hour *v/c* ratio increase of 0.043 [from 1.151 to 1.194 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.026 [from 1.150 to 1.176 (LOS F)]

- Intersection No. 20: Corbin Avenue and Roscoe Boulevard
  AM peak hour *v/c* ratio increase of 0.021 [from 0.960 to 0.981 (LOS E)]
  PM peak hour *v/c* ratio increase of 0.026 [from 0.911 to 0.937 (LOS E)]

- Intersection No. 28: Tampa Avenue and Devonshire Street
  PM peak hour *v/c* ratio increase of 0.014 [from 0.950 to 0.964 (LOS E)]

- Intersection No. 29: Tampa Avenue and Lassen Street
  AM peak hour *v/c* ratio increase of 0.014 [from 1.047 to 1.061 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.014 [from 1.027 to 1.041 (LOS F)]

- Intersection No. 30: Tampa Avenue and Plummer Street
  AM peak hour *v/c* ratio increase of 0.028 [from 0.937 to 0.965 (LOS E)]
  AM peak hour *v/c* ratio increase of 0.016 [from 0.980 to 0.996 (LOS E)]

- Intersection No. 31: Tampa Avenue and Nordhoff Street
  AM peak hour *v/c* ratio increase of 0.045 [from 1.122 to 1.167 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.020 [from 1.181 to 1.201 (LOS F)]

As indicated in Table 7D, incremental but not significant impacts are noted at the remaining study intersections due to development of the proposed project. The future with Krausz Property Only Alternative D project (existing, ambient growth, related projects and Alternative D project) traffic volumes at the study intersections for the AM and PM peak hours are shown in Exhibits 25A and 25B, respectively.

Future With Full Build-Out Alternative A Project

As shown in Column [4] of Table 8A, application of the City's significant traffic impact thresholds to the Future With Full Build-Out Alternative A Project scenario indicates that 18 study intersections would be significantly impacted. The proposed Full Build-Out Alternative A project would create significant impacts according to the City's impact criteria at the intersections during the peak hours as shown below:

- Intersection No. 1: De Soto Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.012 [from 1.170 to 1.182 (LOS F)]

- Intersection No. 8: Winnetka Avenue and Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.016 [from 0.971 to 0.987 (LOS F)]

- Intersection No. 9: Winnetka Avenue and Parthenia Street
  PM peak hour *v/c* ratio increase of 0.013 [from 1.191 to 1.204 (LOS F)]

- Intersection No. 10: Winnetka Avenue and Roscoe Boulevard
  PM peak hour *v/c* ratio increase of 0.011 [from 0.979 to 0.990 (LOS E)]

- Intersection No. 13: Corbin Avenue and Devonshire Street
  PM peak hour *v/c* ratio increase of 0.016 [from 0.965 to 0.981 (LOS E)]

- Intersection No. 14: Corbin Avenue and Lassen Street
  PM peak hour *v/c* ratio increase of 0.024 [from 1.044 to 1.068 (LOS F)]

25A
FUTURE WITH KRAUSZ PROPERTY ONLY ALTERNATIVE D
TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT

LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

o:\job_file\3166\dwg\e25a.dwg LDP 11:28:58 03/20/2003 rodriquez

25B
FUTURE WITH KRAUSZ PROPERTY ONLY ALTERNATIVE D
TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT

LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

o:\job_file\3166\dwg\e25b.dwg LDP 11:33:49 03/20/2003 rodriquez

- Intersection No. 15: Corbin Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.052 [from 1.185 to 1.237 (LOS F)]

- Intersection No. 16: Corbin Avenue and Prairie Street
  PM peak hour *v/c* ratio increase of 0.173 [from 0.872 to 1.045 (LOS F)]

- Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.092 [from 1.108 to 1.200 (LOS F)]

- Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way
  PM peak hour *v/c* ratio increase of 0.049 [from 1.092 to 1.141 (LOS F)]

- Intersection No. 19: Corbin Avenue and Parthenia Street
  PM peak hour *v/c* ratio increase of 0.061 [from 1.150 to 1.211 (LOS F)]

- Intersection No. 20: Corbin Avenue and Roscoe Boulevard
  PM peak hour *v/c* ratio increase of 0.045 [from 0.911 to 0.956 (LOS E)]

- Intersection No. 22: Shirley Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.042 [from 0.750 to 0.792 (LOS C)]

- Intersection No. 28: Tampa Avenue and Devonshire Street
  PM peak hour *v/c* ratio increase of 0.010 [from 0.950 to 0.960 (LOS E)]

- Intersection No. 29: Tampa Avenue and Lassen Street
  PM peak hour *v/c* ratio increase of 0.010 [from 1.027 to 1.037 (LOS F)]

- Intersection No. 30: Tampa Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.026 [from 0.980 to 1.006 (LOS F)]

- Intersection No. 31: Tampa Avenue and Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.015 [from 1.181 to 1.196 (LOS F)]

- Intersection No. 36: Reseda Boulevard and Plummer Street
  PM peak hour *v/c* ratio increase of 0.013 [from 1.291 to 1.304 (LOS F)]

As indicated in Table 8A, incremental but not significant impacts are noted at the remaining study intersections due to development of the proposed project. The future with Alternative A project (existing, ambient growth, related projects and Alternative A project) traffic volumes under the Full Build-Out project conditions at the study intersections for the AM and PM peak hours are shown in Exhibits 26A and 26B, respectively.

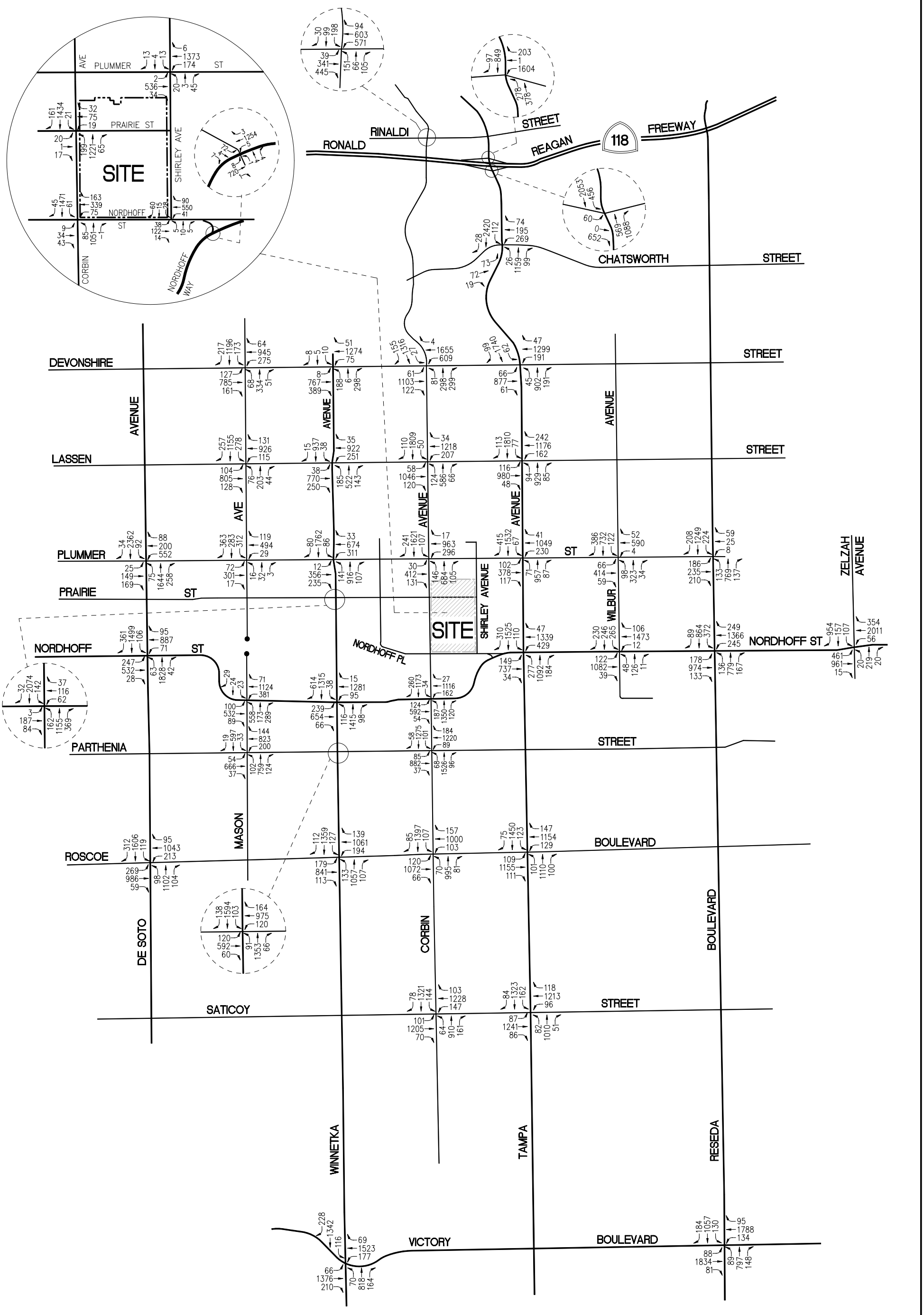
Future With Full Build-Out Alternative B Project

As shown in Column [4] of Table 8B, application of the City's significant traffic impact thresholds to the Future With Full Build-Out Alternative B Project scenario indicates that 24 study intersections would be significantly impacted. The proposed Full Build-Out Alternative B project would create significant impacts according to the City's impact criteria at the intersections during the peak hours as shown below:

- Intersection No. 1: De Soto Avenue and Plummer Street
  AM peak hour *v/c* ratio increase of 0.010 [from 1.226 to 1.236 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.021 [from 1.170 to 1.191 (LOS F)]

- Intersection No. 3: De Soto Avenue and Roscoe Boulevard
  PM peak hour *v/c* ratio increase of 0.010 [from 0.970 to 0.980 (LOS E)]

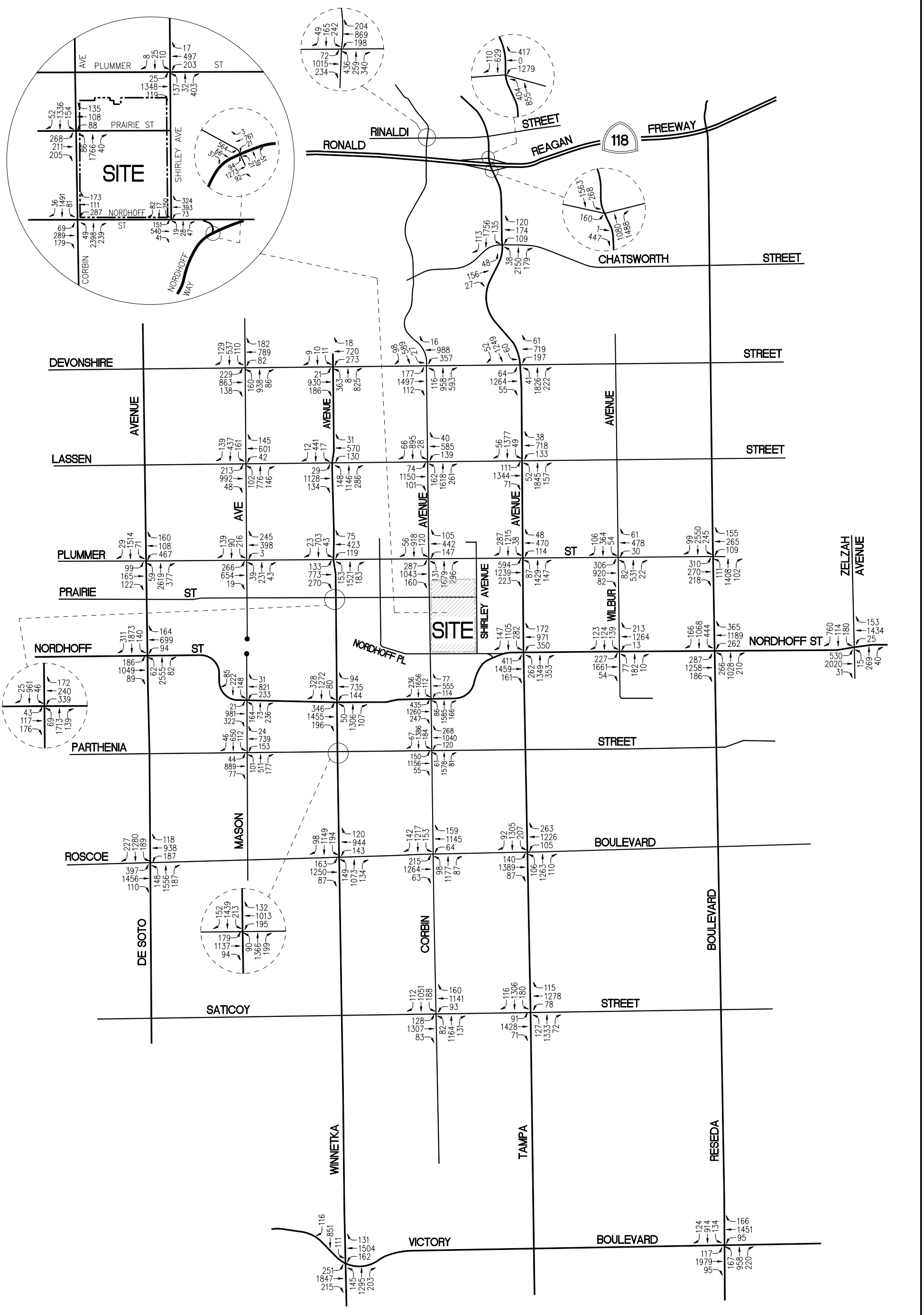
- Intersection No. 6: Winnetka Avenue and Plummer Street
  AM peak hour *v/c* ratio increase of 0.011 [from 0.910 to 0.921 (LOS E)]



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

26A
FUTURE WITH FULL BUILD-OUT ALTERNATIVE A TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

26B
FUTURE WITH FULL BUILD-OUT ALTERNATIVE A TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT

- Intersection No. 7: Winnetka Avenue and Prairie Street
  AM peak hour *v/c* ratio increase of 0.061 [from 0.755 to 0.816 (LOS D)]
  PM peak hour *v/c* ratio increase of 0.046 [from 0.739 to 0.785 (LOS C)]

- Intersection No. 8: Winnetka Avenue and Nordhoff Street
  AM peak hour *v/c* ratio increase of 0.015 [from 1.118 to 1.133 (LOS F)]

- Intersection No. 10: Winnetka Avenue and Roscoe Boulevard
  PM peak hour *v/c* ratio increase of 0.014 [from 0.979 to 0.993 (LOS E)]

- Intersection No. 13: Corbin Avenue and Devonshire Street
  AM peak hour *v/c* ratio increase of 0.027 [from 0.929 to 0.956 (LOS E)]
  PM peak hour *v/c* ratio increase of 0.033 [from 0.965 to 0.998 (LOS E)]

- Intersection No. 14: Corbin Avenue and Lassen Street
  AM peak hour *v/c* ratio increase of 0.056 [from 1.263 to 1.319 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.047 [from 1.044 to 1.091 (LOS F)]

- Intersection No. 15: Corbin Avenue and Plummer Street
  AM peak hour *v/c* ratio increase of 0.096 [from 1.119 to 1.215 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.081 [from 1.185 to 1.266 (LOS F)]

- Intersection No. 16: Corbin Avenue and Prairie Street
  AM peak hour *v/c* ratio increase of 0.101 [from 0.737 to 0.838 (LOS D)]
  PM peak hour *v/c* ratio increase of 0.199 [from 0.872 to 1.071 (LOS F)]

- Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.124 [from 1.108 to 1.232 (LOS F)]

- Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way
  AM peak hour *v/c* ratio increase of 0.043 [from 1.026 to 1.069 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.087 [from 1.092 to 1.179 (LOS F)]

- Intersection No. 19: Corbin Avenue and Parthenia Street
  AM peak hour *v/c* ratio increase of 0.084 [from 1.151 to 1.235 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.039 [from 1.150 to 1.189 (LOS F)]

- Intersection No. 20: Corbin Avenue and Roscoe Boulevard
  AM peak hour *v/c* ratio increase of 0.037 [from 0.960 to 0.997 (LOS E)]
  PM peak hour *v/c* ratio increase of 0.047 [from 0.911 to 0.958 (LOS E)]

- Intersection No. 22: Shirley Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.078 [from 0.750 to 0.828 (LOS D)]

- Intersection No. 25: Tampa Avenue and SR-118 WB Ramps
  AM peak hour *v/c* ratio increase of 0.030 [from 0.855 to 0.885 (LOS D)]

- Intersection No. 28: Tampa Avenue and Devonshire Street
  AM peak hour *v/c* ratio increase of 0.030 [from 0.844 to 0.874 (LOS D)]
  PM peak hour *v/c* ratio increase of 0.031 [from 0.950 to 0.981 (LOS E)]

- Intersection No. 29: Tampa Avenue and Lassen Street
  AM peak hour *v/c* ratio increase of 0.028 [from 1.047 to 1.075 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.030 [from 1.027 to 1.057 (LOS F)]

- Intersection No. 30: Tampa Avenue and Plummer Street
  AM peak hour *v/c* ratio increase of 0.052 [from 0.937 to 0.989 (LOS E)]
  PM peak hour *v/c* ratio increase of 0.031 [from 0.980 to 1.011 (LOS F)]

- Intersection No. 31: Tampa Avenue and Nordhoff Street
  AM peak hour *v/c* ratio increase of 0.088 [from 1.122 to 1.210 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.044 [from 1.181 to 1.225 (LOS F)]

- Intersection No. 32: Tampa Avenue and Roscoe Boulevard
  AM peak hour *v/c* ratio increase of 0.015 [from 1.010 to 1.025 (LOS F)

- Intersection No. 36: Reseda Boulevard and Plummer Street
  PM peak hour *v/c* ratio increase of 0.016 [from 1.291 to 1.307 (LOS F)]

- Intersection No. 37: Reseda Boulevard and Nordhoff Street
  AM peak hour *v/c* ratio increase of 0.012 [from 0.898 to 0.910 (LOS E)]

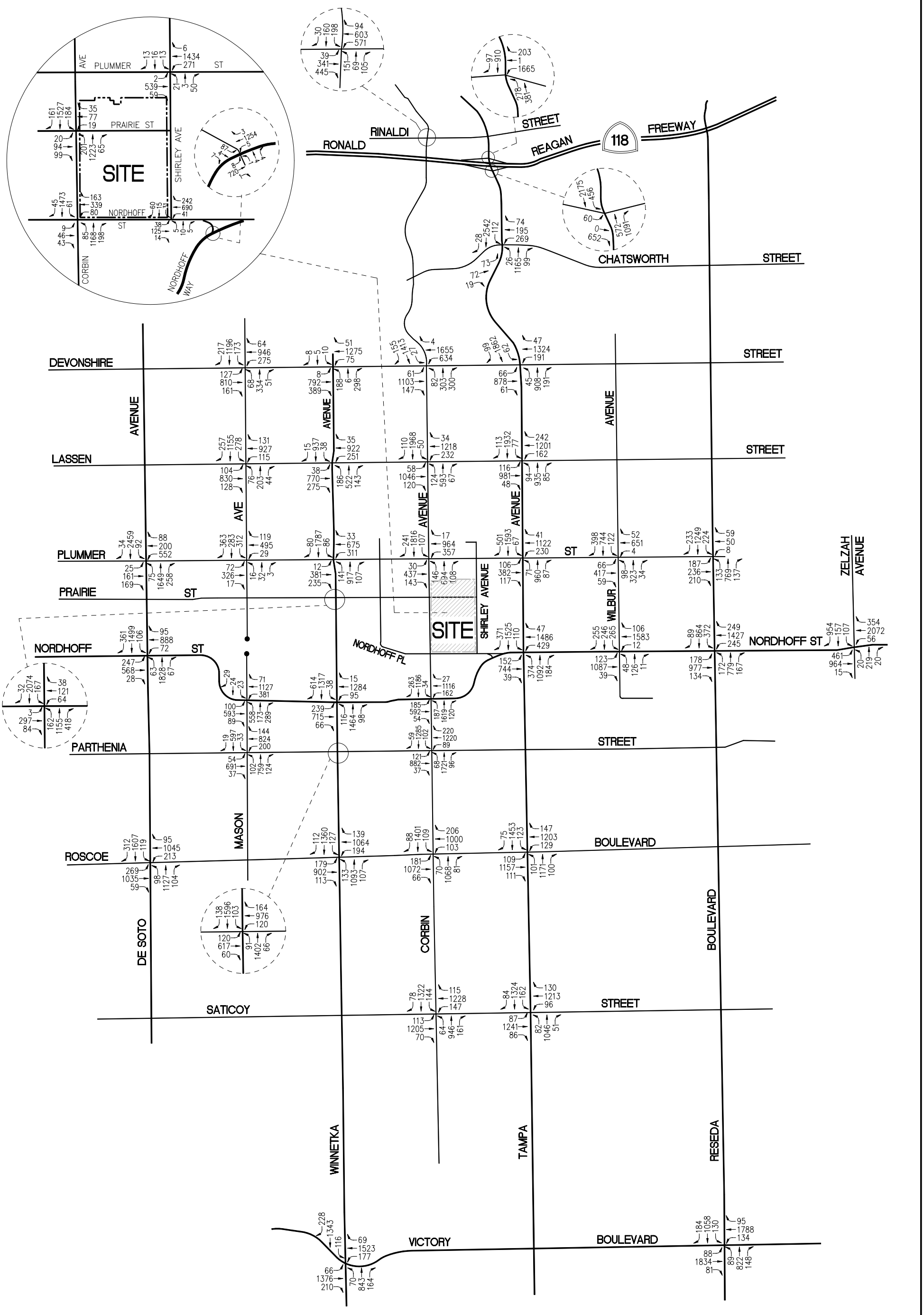
- Intersection No. 39: Zelzah Avenue and Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.011 [from 1.013 to 1.024 (LOS F)]

As indicated in Table 8B, incremental but not significant impacts are noted at the remaining study intersections due to development of the proposed project. The future with Alternative B project (existing, ambient growth, related projects and Alternative B project) traffic volumes under the Full Build-Out conditions at the study intersections for the AM and PM peak hours are shown in Exhibits 27A and 27B, respectively.

Future With Full Build-Out Alternative C Project

As shown in Column [4] of Table 8C, application of the City's significant traffic impact thresholds to the Future With Full Build-Out Alternative C Project scenario indicates that 14 study intersections would be significantly impacted. The proposed Full Build-Out Alternative C project would create significant impacts according to the City's impact criteria at the intersections during the peak hours as shown below:

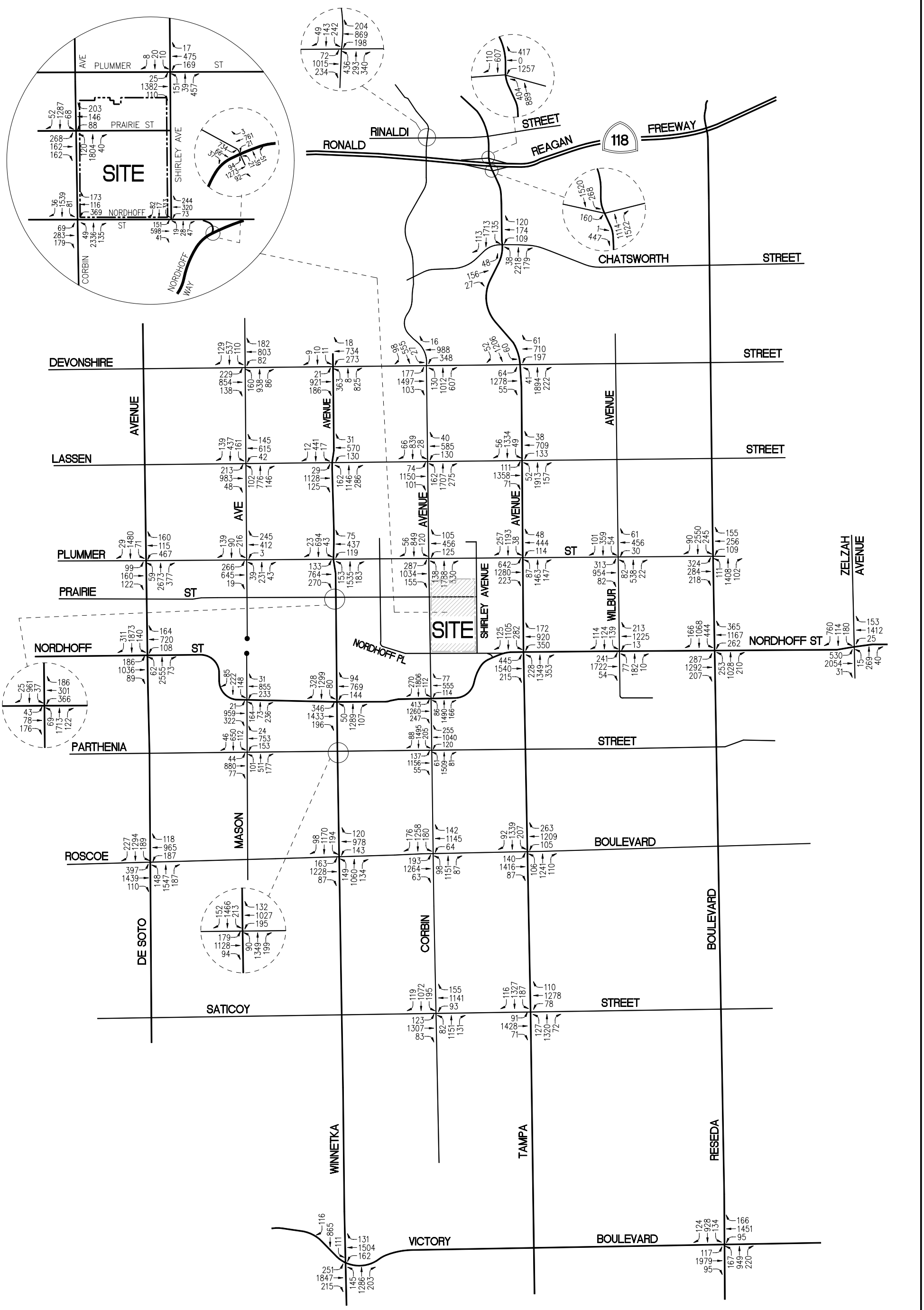
- Intersection No. 8: Winnetka Avenue and Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.016 [from 0.971 to 0.987 (LOS E)]



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

27A
FUTURE WITH FULL BUILD-OUT ALTERNATIVE B TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

27B
FUTURE WITH FULL BUILD-OUT ALTERNATIVE B TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT

- Intersection No. 9: Winnetka Avenue and Parthenia Street
  PM peak hour *v/c* ratio increase of 0.013 [from 1.191 to 1.204 (LOS F)]

- Intersection No. 10: Winnetka Avenue and Roscoe Boulevard
  PM peak hour *v/c* ratio increase of 0.010 [from 0.979 to 0.989 (LOS E)]

- Intersection No. 13: Corbin Avenue and Devonshire Street
  PM peak hour *v/c* ratio increase of 0.013 [from 0.965 to 0.978 (LOS E)]

- Intersection No. 14: Corbin Avenue and Lassen Street
  PM peak hour *v/c* ratio increase of 0.020 [from 1.044 to 1.064 (LOS F)]

- Intersection No. 15: Corbin Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.046 [from 1.185 to 1.231 (LOS F)]

- Intersection No. 16: Corbin Avenue and Prairie Street
  PM peak hour *v/c* ratio increase of 0.156 [from 0.872 to 1.028 (LOS F)]

- Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.077 [from 1.108 to 1.185 (LOS F)]

- Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way
  PM peak hour *v/c* ratio increase of 0.042 [from 1.092 to 1.134 (LOS F)]

- Intersection No. 19: Corbin Avenue and Parthenia Street
  PM peak hour *v/c* ratio increase of 0.058 [from 1.150 to 1.208 (LOS F)]

- Intersection No. 20: Corbin Avenue and Roscoe Boulevard
  PM peak hour *v/c* ratio increase of 0.042 [from 0.911 to 0.953 (LOS E)]

- Intersection No. 30: Tampa Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.024 [from 0.980 to 1.004 (LOS F)]

- Intersection No. 31: Tampa Avenue and Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.011 [from 1.181 to 1.192 (LOS F)]

- Intersection No. 36: Reseda Boulevard and Plummer Street
  PM peak hour *v/c* ratio increase of 0.012 [from 1.291 to 1.303 (LOS F)]

As indicated in Table 8C, incremental but not significant impacts are noted at the remaining study intersections due to development of the proposed project. The future with Full Build-Out Alternative C project (existing, ambient growth, related projects and Alternative C project) traffic volumes at the study intersections for the AM and PM peak hours are shown in Exhibits 28A and 28B, respectively.

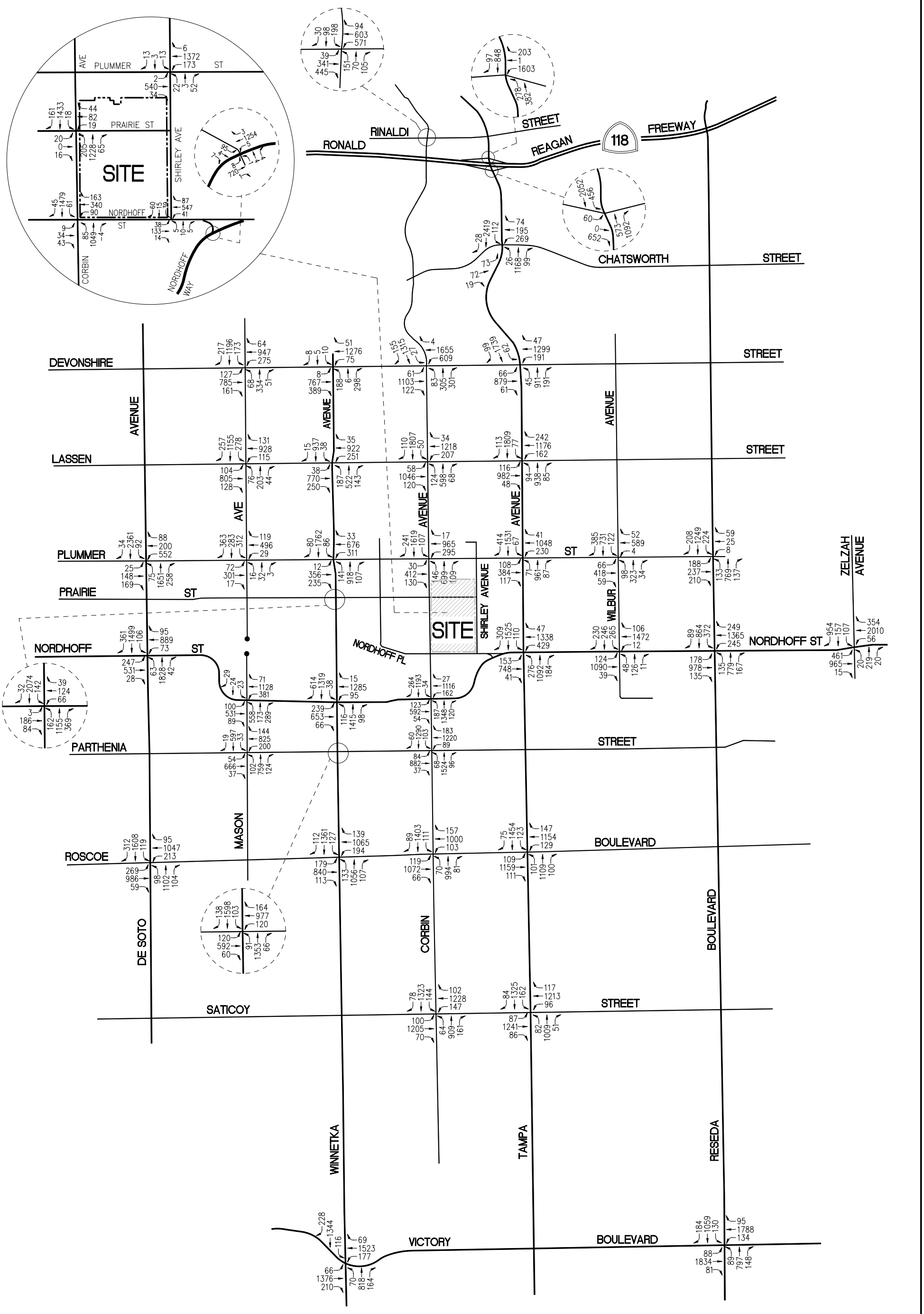
Future With Full Build-Out Alternative D Project

As shown in Column [4] of Table 8D, application of the City's significant traffic impact thresholds to the Future With Full Build-Out Alternative D Project scenario indicates that 20 study intersections would be significantly impacted. The proposed Full Build-Out Alternative D project would create significant impacts according to the City's impact criteria at the intersections during the peak hours as shown below:

- Intersection No. 1: De Soto Avenue and Plummer Street
  AM peak hour *v/c* ratio increase of 0.010 [from 1.226 to 1.236 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.016 [from 1.170 to 1.186 (LOS F)]

- Intersection No. 7: Winnetka Avenue and Prairie Street
  AM peak hour *v/c* ratio increase of 0.047 [from 0.755 to 0.802 (LOS D)]

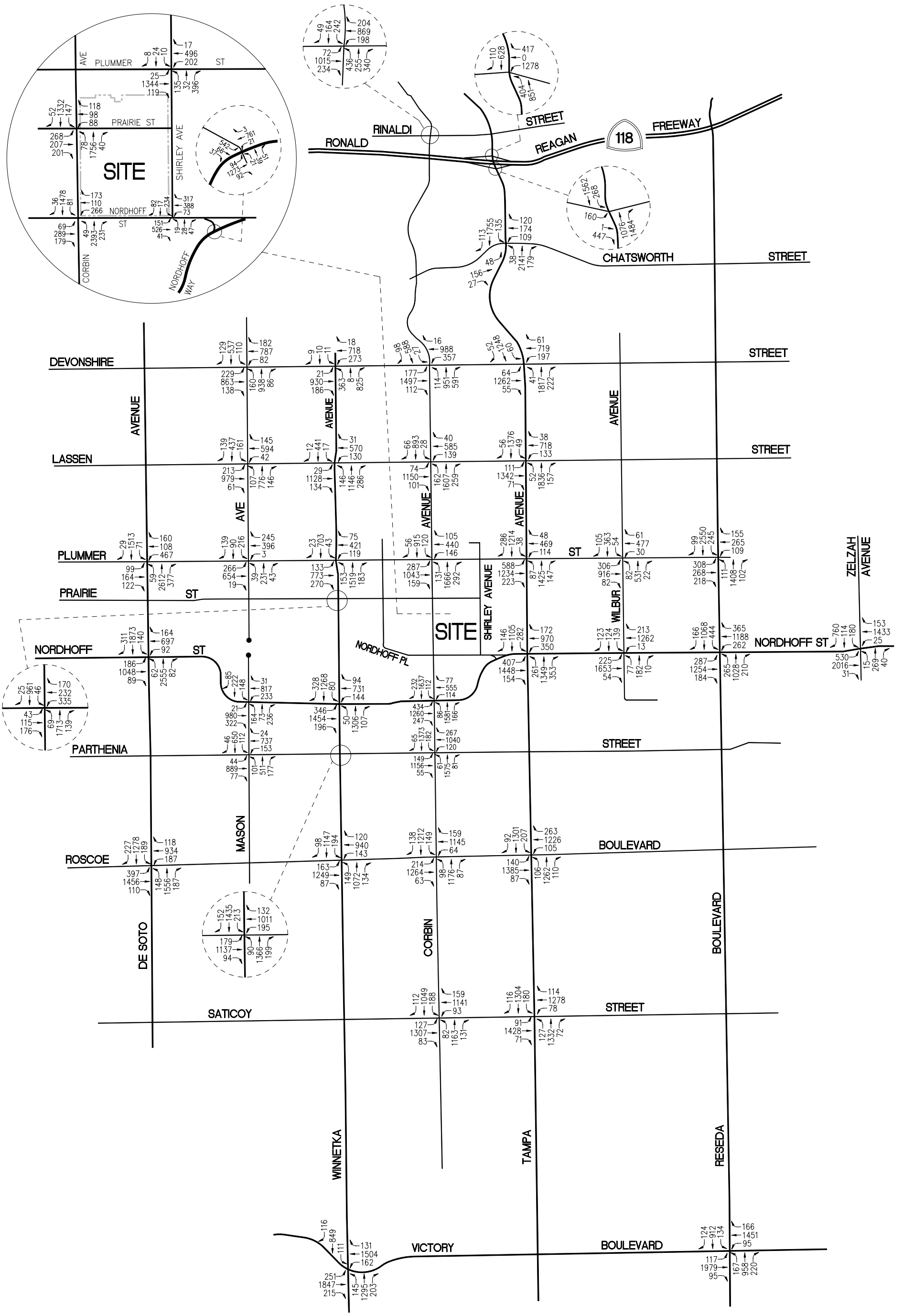
- Intersection No. 8: Winnetka Avenue and Nordhoff Street
  AM peak hour *v/c* ratio increase of 0.013 [from 1.118 to 1.131 (LOS F)]



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

28A
FUTURE WITH FULL BUILD-OUT ALTERNATIVE C TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

28B
FUTURE WITH FULL BUILD-OUT ALTERNATIVE C TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT

- Intersection No. 10: Winnetka Avenue and Roscoe Boulevard
  PM peak hour *v/c* ratio increase of 0.011 [from 0.979 to 0.990 (LOS E)]

- Intersection No. 13: Corbin Avenue and Devonshire Street
  AM peak hour *v/c* ratio increase of 0.021 [from 0.929 to 0.950 (LOS E)]
  PM peak hour *v/c* ratio increase of 0.024 [from 0.965 to 0.989 (LOS E)]

- Intersection No. 14: Corbin Avenue and Lassen Street
  AM peak hour *v/c* ratio increase of 0.039 [from 1.263 to 1.302 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.035 [from 1.044 to 1.079 (LOS F)]

- Intersection No. 15: Corbin Avenue and Plummer Street
  AM peak hour *v/c* ratio increase of 0.069 [from 1.119 to 1.088 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.062 [from 1.185 to 1.247 (LOS F)]

- Intersection No. 16: Corbin Avenue and Prairie Street
  AM peak hour *v/c* ratio increase of 0.069 [from 0.737 to 0.806 (LOS D)]
  PM peak hour *v/c* ratio increase of 0.150 [from 0.872 to 1.022 (LOS F)]

- Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street
  PM peak hour *v/c* ratio increase of 0.091 [from 1.108 to 1.199 (LOS F)]

- Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way
  AM peak hour *v/c* ratio increase of 0.038 [from 1.026 to 1.064 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.064 [from 1.092 to 1.156 (LOS F)]

- Intersection No. 19: Corbin Avenue and Parthenia Street
  AM peak hour *v/c* ratio increase of 0.063 [from 1.151 to 1.214 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.036 [from 1.150 to 1.186 (LOS F)]

- Intersection No. 20: Corbin Avenue and Roscoe Boulevard
  AM peak hour *v/c* ratio increase of 0.030 [from 0.960 to 0.990 (LOS E)]
  PM peak hour *v/c* ratio increase of 0.037 [from 0.911 to 0.948 (LOS E)]

- Intersection No. 22: Shirley Avenue and Plummer Street
  PM peak hour *v/c* ratio increase of 0.058 [from 0.750 to 0.808 (LOS D)]

- Intersection No. 25: Tampa Avenue and SR-118 WB Ramps
  AM peak hour *v/c* ratio increase of 0.022 [from 0.855 to 0.877 (LOS D)]

- Intersection No. 28: Tampa Avenue and Devonshire Street
  AM peak hour *v/c* ratio increase of 0.021 [from 0.844 to 0.865 (LOS D)]
  PM peak hour *v/c* ratio increase of 0.021 [from 0.950 to 0.971 (LOS E)]

- Intersection No. 29: Tampa Avenue and Lassen Street
  AM peak hour *v/c* ratio increase of 0.020 [from 1.047 to 1.067 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.021 [from 1.027 to 1.048 (LOS F)]

- Intersection No. 30: Tampa Avenue and Plummer Street
  AM peak hour *v/c* ratio increase of 0.040 [from 0.937 to 0.977 (LOS E)]
  PM peak hour *v/c* ratio increase of 0.022 [from 0.980 to 1.002 (LOS F)]

- Intersection No. 31: Tampa Avenue and Nordhoff Street
  AM peak hour *v/c* ratio increase of 0.065 [from 1.122 to 1.187 (LOS F)]
  PM peak hour *v/c* ratio increase of 0.031 [from 1.181 to 1.212 (LOS F)]

- Intersection No. 32: Tampa Avenue and Roscoe Boulevard
  AM peak hour *v/c* ratio increase of 0.013 [from 1.010 to 1.023 (LOS F)

- Intersection No. 36: Reseda Boulevard and Plummer Street
  PM peak hour *v/c* ratio increase of 0.012 [from 1.291 to 1.303 (LOS F)]

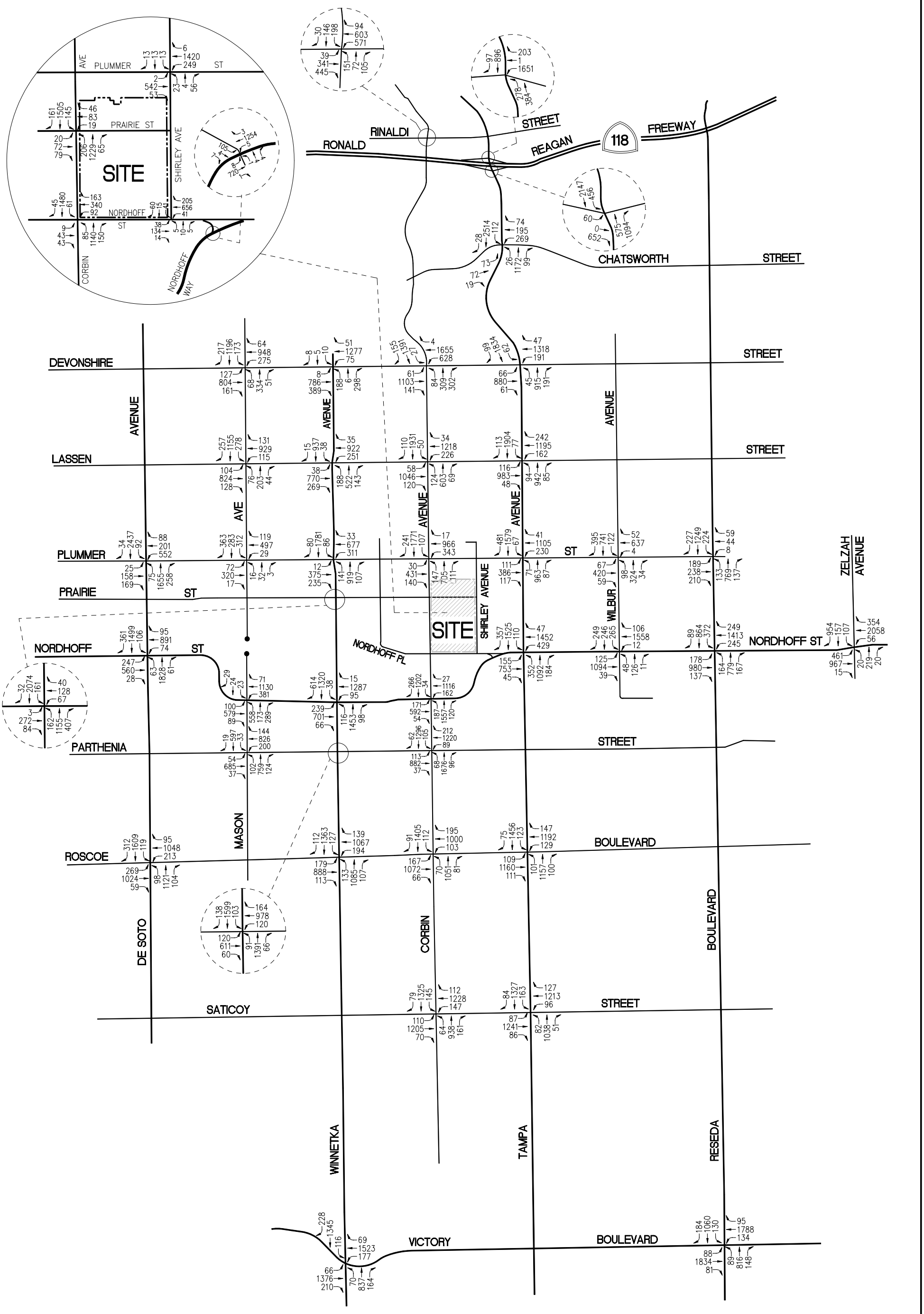
As indicated in Table 8D, incremental but not significant impacts are noted at the remaining study intersections due to development of the proposed project. The future with Full Build-Out Alternative D project (existing, ambient growth, related projects and Alternative D project) traffic volumes at the study intersections for the AM and PM peak hours are shown in Exhibits 29A and 29B, respectively.

PROJECT MITIGATION

As shown in Tables 7A through 7D and 8A through 8D, development of the Krausz Property Only Alternative projects, as well as the Full Build-Out Alternative projects scenarios, would result in significant transportation impacts at some of the 39 study intersections. The following provides an overview of the proposed improvement measures (i.e., mitigation measures) which would reduce the identified traffic impacts due to the proposed project to less than significant levels.

Mason Avenue Extension Project

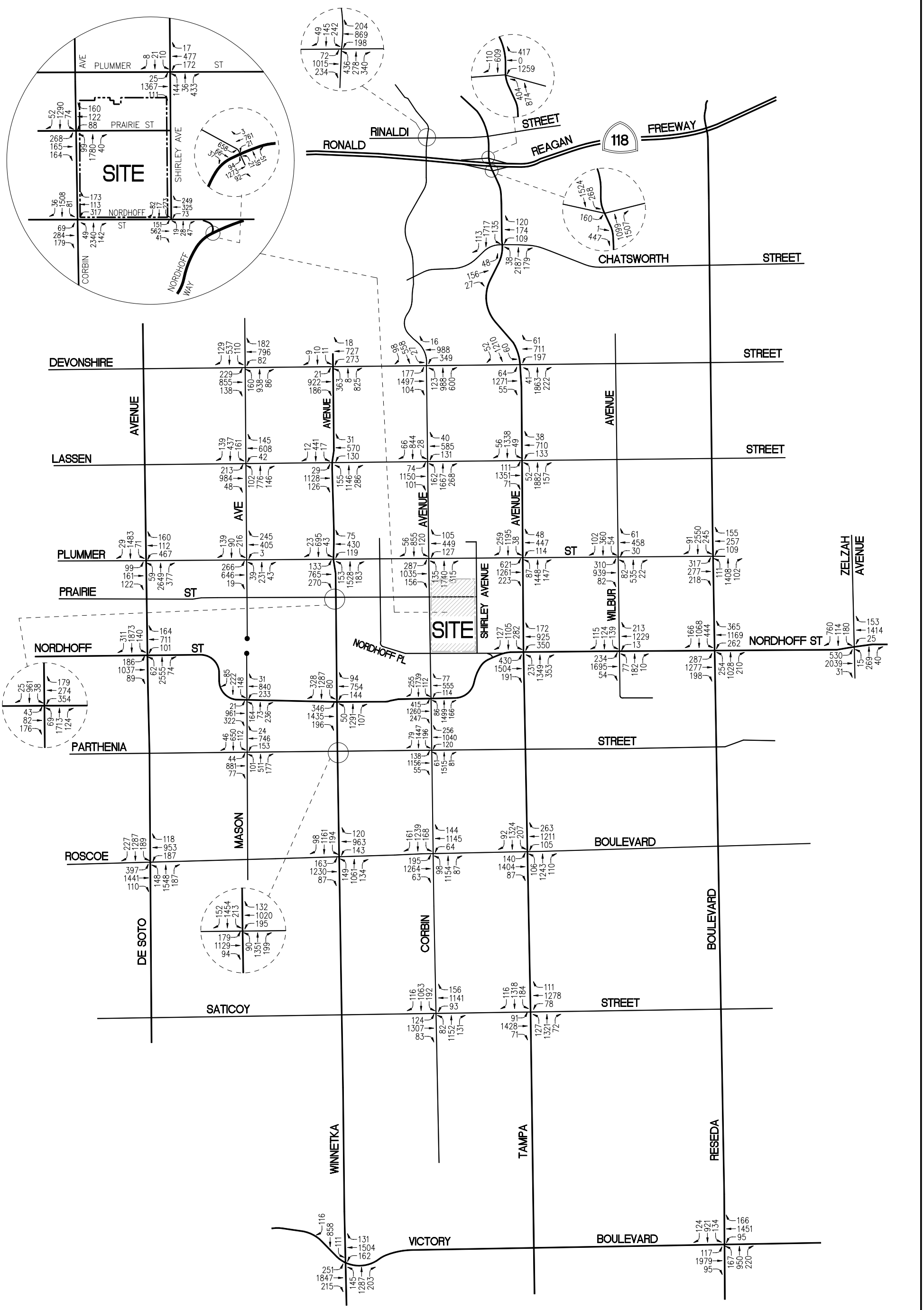
The recommended mitigation consists of providing a fair-share contribution to LADOT for the design and construction of the Mason Avenue Extension project. Mason Avenue is a non-contiguous north-south secondary highway in the project vicinity located between De Soto Avenue and Winnetka Avenue. Currently, 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.



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

29A
FUTURE WITH FULL BUILD-OUT ALTERNATIVE D TRAFFIC VOLUMES
AM PEAK HOUR
KRAUSZ PROPERTY PROJECT



LINSCOTT LAW & GREENSPAN
ENGINEERS

NOT TO SCALE

29B
FUTURE WITH FULL BUILD-OUT ALTERNATIVE D TRAFFIC VOLUMES
PM PEAK HOUR
KRAUSZ PROPERTY PROJECT

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 measure identified for the Krausz Property 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 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 mitigated negative declaration 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 under-utilized) 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 (7:00-10:00 AM) and afternoon (3:00-6:00 PM) 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 AM and PM peak hour existing traffic volumes at the study intersections are shown in Exhibits 4 and 5, respectively.

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 mitigated negative declaration and initial study prepared by 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 forecast regional shifts of traffic from the parallel north-south roadways to Mason Avenue are provided in Appendix D. 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 Krausz Only Alternatives A, B, C and D, as well as the Full Build-Out project Alternatives A, B, C and D, are provided in graphics also contained in Appendix D.

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 $500,000.00. Further, payment of the project's fair-share shall be due prior to the issuance of the first building permit for new development on 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 Mitigated Negative Declaration (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 proposed Krausz Property project, assuming prior completion of the Mason Avenue Extension project. In order to determine the secondary impacts on Mason Avenue associated with the Krausz Property project, intersection 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 of the Krausz Property Only project *v/c* ratios and LOS values for the Mason Avenue study intersections during the AM and PM peak hours are shown in Tables 9A, 9B, 9C, and 9D for Alternatives A, B, C, and D, respectively. 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 10A, 10B, 10C, 10D for Alternatives A, B, C, and D, respectively.

Traffic volume graphics associated in the Without Project condition, which includes the regional traffic volume shifts associated with completion of the Mason Avenue Extension project, are contained in Appendix E-1. The Krausz Only project Alternatives A, B, C, and D CMA data worksheets and traffic volume graphics for the analyzed intersections on Mason Avenue during the AM and PM peak hours are contained in Appendices E-1 through E-4. The Full Build-Out project Alternatives A, B, C, and D CMA data worksheets and traffic volume graphics for the analyzed intersections on Mason Avenue during the AM and PM peak hours are contained in Appendices F-1 through F-4.

Table 9A
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative A Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] * YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. A PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
40	Mason Avenue and Devonshire Street	AM	0.877	D	0.913	E	1.117	F	1.116	F	-0.001	NO	1.116	F	-0.001	---
		PM	0.807	D	0.839	D	1.020	F	1.022	F	0.002	NO	1.022	F	0.002	---
41	Mason Avenue and Lassen Street	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 Avenue and Plummer Street	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 Avenue and Nordhoff Street	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 Avenue and Parthenia Street	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	---

* Includes re-distribution of traffic due to the Mason Avenue Extension Project.

Table 9B
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative B Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] * YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. B PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
40	Mason Avenue and	AM	0.877	D	0.913	E	1.117	F	1.122	F	0.005	NO	1.122	F	0.005	---	1.121	F	0.004	---
	Devonshire Street	PM	0.807	D	0.839	D	1.020	F	1.025	F	0.005	NO	1.025	F	0.005	---	1.024	F	0.004	---
41	Mason Avenue and	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	---
	Lassen Street	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 Avenue and	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	---
	Plummer Street	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 Avenue and	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	---
	Nordhoff Street	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 Avenue and	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	---
	Parthenia Street	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	---

* Includes re-distribution of traffic due to the Mason Avenue Extension Project.

ENGINEERS

Table 9C
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative C Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] * YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. C PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
40	Mason Avenue and Devonshire Street	AM	0.877	D	0.913	E	1.117	F	1.116	F	-0.001	NO	1.116	F	-0.001	---
		PM	0.807	D	0.839	D	1.020	F	1.022	F	0.002	NO	1.022	F	0.002	---
41	Mason Avenue and Lassen Street	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 Avenue and Plummer Street	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 Avenue and Nordhoff Street	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 Avenue and Parthenia Street	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	---

* Includes re-distribution of traffic due to the Mason Avenue Extension Project.

Table 9D
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Krausz Property Only Alternative D Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] * YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/ ALT. D PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
40	Mason Avenue and	AM	0.877	D	0.913	E	1.117	F	1.121	F	0.004	NO	1.121	F	0.004	---	1.120	F	0.003	---
	Devonshire Street	PM	0.807	D	0.839	D	1.020	F	1.023	F	0.003	NO	1.023	F	0.003	---	1.023	F	0.003	---
41	Mason Avenue and	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	---
	Lassen Street	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 Avenue and	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	---
	Plummer Street	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 Avenue and	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	---
	Nordhoff Street	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 Avenue and	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	---
	Parthenia Street	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	---

* Includes re-distribution of traffic due to the Mason Avenue Extension Project.

Table 10A
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative A Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] * YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
40	Mason Avenue and Devonshire Street	AM	0.877	D	0.913	E	1.117	F	1.115	F	-0.002	NO	1.115	F	-0.002	---
		PM	0.807	D	0.839	D	1.020	F	1.023	F	0.003	NO	1.023	F	0.003	---
41	Mason Avenue and Lassen Street	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 Avenue and Plummer Street	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 Avenue and Nordhoff Street	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 Avenue and Parthenia Street	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	---

* Includes re-distribution of traffic due to the Mason Avenue Extension Project.

Table 10B
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative B Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] * YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
40	Mason Avenue and	AM	0.877	D	0.913	E	1.117	F	1.124	F	0.007	NO	1.124	F	0.007	---	1.123	F	0.006	---
	Devonshire Street	PM	0.807	D	0.839	D	1.020	F	1.028	F	0.008	NO	1.028	F	0.008	---	1.026	F	0.006	---
41	Mason Avenue and	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	---
	Lassen Street	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 Avenue and	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	---
	Plummer Street	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 Avenue and	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	---
	Nordhoff Street	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 Avenue and	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	---
	Parthenia Street	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	---

* Includes re-distribution of traffic due to the Mason Avenue Extension Project.

Table 10C
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative C Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] * YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
40	Mason Avenue and Devonshire Street	AM	0.877	D	0.913	E	1.117	F	1.115	F	-0.002	NO	1.115	F	-0.002	---
		PM	0.807	D	0.839	D	1.020	F	1.022	F	0.002	NO	1.022	F	0.002	---
41	Mason Avenue and Lassen Street	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 Avenue and Plummer Street	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 Avenue and Nordhoff Street	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 Avenue and Parthenia Street	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	---

* Includes re-distribution of traffic due to the Mason Avenue Extension Project.

Table 10D
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
Full Build-Out Alternative D Project

03-Jun-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2002 EXISTING V/C	LOS	[2] YEAR 2005 W/ AMBIENT GROWTH V/C	LOS	[3] * YEAR 2005 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2005 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2005 W/ PROJECT TDM V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
40	Mason Avenue and	AM	0.877	D	0.913	E	1.117	F	1.122	F	0.005	NO	1.122	F	0.005	---	1.121	F	0.004	---
	Devonshire Street	PM	0.807	D	0.839	D	1.020	F	1.025	F	0.005	NO	1.025	F	0.005	---	1.024	F	0.004	---
41	Mason Avenue and	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	---
	Lassen Street	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 Avenue and	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	---
	Plummer Street	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 Avenue and	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	---
	Nordhoff Street	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 Avenue and	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	---
	Parthenia Street	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	---

* Includes re-distribution of traffic due to the Mason Avenue Extension Project.

The Levels of Service 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 Table 9A, 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 project. 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/Devonshire Street	AM Peak Hour: *v/c*=1.024, LOS F
	PM Peak Hour: *v/c*=0.935, LOS E
• No. 41: Mason Avenue/Lassen Street	AM Peak Hour: *v/c*=0.960, LOS E
• No. 43: Mason Nordhoff Street	AM Peak Hour: *v/c*=1.117, LOS F

As shown in Column [4] of Tables 9A-9D and 10A-10D, application of the City's thresholds of significance to the With Project condition indicates that development of the Krausz Property Only project (Alternatives A, B, C and D) and the Full Build-Out project (Alternatives A, B, C and D) 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.

Physical Improvement Measures

Several physical improvement measures are available to mitigate transportation impacts expected from the 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 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. The point in development at which the physical improvements become necessary for each of the Krausz Property Only and Full Build-Out project alternatives is summarized in Table 11. A summary of the recommended physical improvement measures is provided in the following paragraphs. Reduced copies of the concept

ENGINEERS

Table 11
TRAFFIC MITIGATION REQUIREMENTS
Krausz Property Project

03-Jun-2003

MITIGATION MEASURE	KRAUSZ PROPERTY ONLY ALTERNATIVES				FULL BUILD-OUT ALTERNATIVES KRAUSZ PROPERTY AND ADDITIONAL AREAS			
	ALT-A	ALT-B	ALT-C	ALT-D	ALT-A	ALT-B	ALT-C	ALT-D
Mason Avenue Extension	X	X	X	X	X	X	X	X
Physical Improvements - Corbin Avenue from Nordhoff Street/Nordhoff Place to Plummer Street	X 150,000 SF of Retail	X 720,000 SF of Office	X 105,000 SF of Retail	X 610,000 SF of Office	X 195,000 SF of Retail	X 940,000 SF of Office	X 130,000 SF of Retail	X 805,000 SF of Office
- Shirley Avenue/ Plummer Street		X 775,000 SF of Office			X 510,000 SF of Retail			X 1,025,000 SF of Office
- Reseda Boulevard/Plummer Street	X 295,000 SF of Retail		X 235,000 SF of Retail		X 400,000 SF of Retail	X 1,260,000 SF of Office	X 320,000 SF of Retail	
Transportation Demand Management		X		X		X		X
ATSAC/ATCS - Shirley Avenue/Plummer Street						X 1,140,000 SF of Office		
- Tampa Avenue/Plummer Street						X 1,165,000 SF of Office		X 1,050,000 SF of Office
- Tampa Avenue/ Nordhoff Street		X 715,000 SF of Office		X 660,000 SF of Office		X 930,000 SF of Office		X 855,000 SF of Office

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 project, as well as the condominium component (Alternatives C and D).

improvement plans demonstrating the feasibility of the recommended mitigation measures are provided in Appendix G.

Corbin Avenue Between Nordhoff Street/Nordhoff Place and Plummer Street (Intersection Nos. 15, 16, and 17)

The recommended mitigation for Corbin Avenue between Nordhoff Street/Nordhoff Place and Plummer Street consists of the following measures:

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

- Widen the east curb of Corbin Avenue between Nordhoff Street/Nordhoff Place and Prairie Street by three feet along the Krausz Property 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 the 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 the 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 at 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.

Int. No. 22: Shirley Avenue and Plummer Street

The recommended mitigation consists of a signal modification to provide left-turn protected-permissive phasing on the westbound Plummer Street approach. The signal modification would also include a northbound right-turn overlapping phase to accommodate the high northbound right-turn volume from Shirley Avenue onto eastbound Plummer Street. In addition, the northbound Shirley Avenue approach would be re-striped to provide one optional left-turn/through lane and one right-turn only lane.

Int. No. 36: Reseda Boulevard and Plummer Street

The recommended mitigation at this location consists of re-striping the southbound Reseda Boulevard approach at the intersection to provide a southbound right-turn only lane. This measure may require removal of approximately three to four on-street parking spaces (approximately 100 feet) along the west side of Reseda Boulevard, north of Plummer Street adjacent to an existing commercial use that provides off-street parking.

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 taken by the project to encourage 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 will apply to employees only, and would not apply to residents or patrons/visitors to the project. It is conservatively estimated that a TDM plan will reduce project-related office trips by 15% as compared to development at the project site that is unmanaged.

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 appropriately timed such that traffic impacts will not exceed the City's thresholds of significance at the 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* ratios by three percent (0.03).

EFFECT OF RECOMMENDED TRAFFIC MITIGATION MEASURES

The effectiveness of the recommended mitigation measures was assessed through completion of the intersection capacity analysis which assume implementation of the above mitigation measures. Implementation of the recommended traffic mitigation measures is expected to reduce the project's traffic impacts to less than significant levels at the affected study intersections for each of the four Alternative development scenarios for development on the Krausz Property only, as well as full build-out on the Krausz Property and the Add Areas. Refer to Tables 7A through 8D for a summary of the effects of the recommended traffic mitigation measures. The following provides an overview of the effects of the recommended traffic mitigation measures for each alternative development scenario.

Krausz Property Only Alternative A Project

The proposed Krausz Property Only Alternative A project is anticipated to result in a significant transportation impact according to the City's impact criteria at 13 of the 39 study intersections. The following provides an overview of the proposed mitigation measures and their effectiveness in reducing the impacts to a less than significant level.

Intersection No. 8: Winnetka Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 0.984 (LOS E) to 0.964 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 9: Winnetka Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 1.202 (LOS F) to 1.155 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 0.978 (LOS E) to 0.947 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 1.064 (LOS F) to 1.027 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. The Corbin Avenue physical improvement will further reduce the *v/c* ratios forecast at the study intersection and mitigate the forecasted significant transportation impact. Further detail regarding the Mason Avenue Extension project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 1.228 (LOS F) to 1.080 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes. Further detail regarding the Mason Avenue Extension project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 1.012 (LOS F) to 0.786 (LOS C) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the 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. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 1.182 (LOS F) to 0.929 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 1.133 (LOS F) to 1.074 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 1.199 (LOS F) to 1.143 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 0.947 (LOS D) to 0.910 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 1.001 (LOS F) to 0.982 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 1.194 (LOS F) to 1.168 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 36: Reseda Boulevard and Plummer Street

The recommended mitigation consists of re-striping the southbound Reseda Boulevard approach to provide a southbound right-turn only lane. Further detail regarding this physical improvement project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7A, the proposed mitigation is expected to improve the *v/c* ratio from 1.301 (LOS F) to 1.269 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

As shown in Table 11, the Corbin Avenue physical improvement is not required to mitigate significant traffic impacts due to the Krausz Property Only Alternative A project until development of up to or greater than 150,000 square feet of new retail floor area on the project site. Also as shown on Table 11, the Reseda Boulevard/Plummer Street physical improvement is not required to mitigate significant traffic impacts due to the Krausz Property Only Alternative A project until development of up to or greater than 295,000 square feet of new retail floor area on the project site.

Krausz Property Only Alternative B Project

The proposed Krausz Property Only Alternative B project is anticipated to result in a significant transportation impact according to the City's impact criteria at 19 of the 39 study intersections. The following provides an overview of the proposed mitigation measures and their effectiveness in reducing the impacts to a less than significant level.

Intersection No. 1: De Soto Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 1.084 (LOS F) to 0.962 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 7: Winnetka Avenue and Prairie Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 0.797 (LOS C) to 0.766 (LOS C) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 8: Winnetka Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 1.129 (LOS F) to 1.080 (LOS F) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 0.947 (LOS E) to 0.922 (LOS E) during the AM peak hour, and from 0.986 (LOS E) to 0.950 (LOS E) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 1.300 (LOS F) to 1.255 (LOS F) during the AM peak hour, and from 1.074 (LOS F) to 1.031 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. The Corbin Avenue physical improvement will further reduce the *v/c* ratios forecast at the study intersection. Further detail regarding the Mason Avenue Extension project and physical improvement mitigation measures is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the v/c ratio from 1.184 (LOS F) to 1.103 (LOS F) during the AM peak hour, and from 1.237 (LOS F) to 1.075 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the v/c ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 0.797 (LOS C) to 0.727 (LOS C) during the AM peak hour and 1.001 (LOS F) to 0.785 (LOS C) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the 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. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 1.187 (LOS F) to 0.903 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 1.055 (LOS F) to 0.989 (LOS E) during the AM peak hour, and from 1.147 (LOS F) to 1.076 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 1.208 (LOS F) to 1.139 (LOS F) during the AM peak hour, and from 1.176 (LOS F) to 1.115 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 0.985 (LOS E) to 0.943 (LOS E) during the AM peak hour, and from 0.941 (LOS E) to 0.898 (LOS D) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 22: Shirley Avenue and Plummer Street

The recommended mitigation consists of a signal modification to provide left-turn protected-permissive phasing on the westbound Plummer Street approach and a northbound right-turn overlapping phase. In addition, the northbound Shirley Avenue approach would be re-striped to provide one optional left-turn/through lane and one right-turn only lane. Further detail regarding this physical improvement mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 0.800 (LOS D) to 0.775 (LOS C) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 25: Tampa Avenue and SR-118 WB Ramps

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 0.876 (LOS D) to 0.864 (LOS D) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 28: Tampa Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the v/c ratio from 0.864 (LOS D) to 0.841 (LOS D) during the AM peak hour, and from 0.969 (LOS E) to 0.950 (LOS E) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 29: Tampa Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 1.066 (LOS F) to 1.048 (LOS F) during the AM peak hour, and from 1.046 (LOS F) to 1.028 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of

providing a TDM plan. TDM measures will further reduce the *v/c* ratios forecast at the study intersection and mitigate the forecasted significant transportation impact. Further detail regarding the Mason Avenue Extension project and TDM mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 7B, the proposed Mason Avenue Extension project and the physical improvement measure mitigation is expected to improve the *v/c* ratio from 0.973 (LOS E) to 0.946 (LOS E) during the AM peak hour, and from 0.999 (LOS E) to 0.976 (LOS E) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a installation of ATSAC/ATCS. Further detail regarding the Mason Avenue Extension project and ATSAC/ATCS mitigation measures is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 1.182 (LOS F) to 1.045 (LOS F) during the AM peak hour, and from 1.209 (LOS F) to 1.077 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 32: Tampa Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 1.021 (LOS F) to 1.002 (LOS F) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 36: Reseda Boulevard and Plummer Street

The recommended mitigation consists of providing a TDM plan. TDM measures will reduce the *v/c* ratios forecast at the study intersection, thus mitigating the forecasted significant transportation impact. Further detail regarding the TDM mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7B, the proposed mitigation is expected to improve the *v/c* ratio from 1.301 (LOS F) to 1.299 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

As shown in Table 11, the Corbin Avenue physical improvement is not required to mitigate significant traffic impacts due to the Krausz Property Only Alternative B project until development of up to or greater than 720,000 square feet of new office floor area on the project site. In addition the Shirley Avenue/Plummer Street physical improvement is not required to mitigate significant traffic impacts due to the Krausz Property Only Alternative B project until development of up to or greater than 775,000 square feet of new office floor area on the project site. Also as shown on Table 11, the Tampa Avenue/Nordhoff Street ATSAC/ATCS improvement is not required to mitigate significant traffic impacts due to the Krausz Property Only Alternative B project until development of up to or greater than 715,000 square feet of new office floor area on the project site.

Krausz Property Only Alternative C Project

The proposed Krausz Property Only Alternative C project is anticipated to result in a significant transportation impact according to the City's impact criteria at 13 of the 39 study intersections. The following provides an overview of the proposed mitigation measures and their effectiveness in reducing the impacts to a less than significant level.

Intersection No. 8: Winnetka Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 0.984 (LOS E) to 0.964 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 9: Winnetka Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 1.201 (LOS F) to 1.155 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 0.976 (LOS E) to 0.945 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 1.061 (LOS F) to 1.024 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. The Corbin Avenue physical improvement will further reduce the *v/c* ratios forecast at the study intersection to mitigate the forecasted significant transportation impact.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 1.224 (LOS F) to 1.077(LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant

impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 0.995 (LOS E) to 0.770 (LOS C) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the 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. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 1.171 (LOS F) to 0.917 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 1.128 (LOS F) to 1.069 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 1.197 (LOS F) to 1.140 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 0.945 (LOS E) to 0.908 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 0.999 (LOS E) to 0.981 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 1.191 (LOS F) to 1.165 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 36: Reseda Boulevard and Plummer Street

The recommended mitigation consists of re-striping the southbound Reseda Boulevard approach to provide a southbound right-turn only lane. Further detail regarding this physical improvement project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 7C, the proposed mitigation is expected to improve the *v/c* ratio from 1.301 (LOS F) to 1.268 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

As shown in Table 11, the Corbin Avenue physical improvement is not required to mitigate significant traffic impacts due to the Krausz Property Only Alternative C project until development of up to or greater than 105,000 square feet of new retail floor area on the project site. Also as shown on Table 11, the Reseda Boulevard/Plummer Street physical improvement is not required to mitigate significant traffic impacts due to the Krausz Property Only Alternative C project until development of up to or greater than 235,000 square feet of new retail floor area on the project site.

Krausz Property Only Alternative D Project

The proposed Krausz Property Only Alternative D project is anticipated to result in a significant transportation impact according to the City's impact criteria at 13 of the 39 study intersections. The following provides an overview of the proposed mitigation measures and their effectiveness in reducing the impacts to a less than significant level.

Intersection No. 1: De Soto Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 1.180 (LOS F) to 1.059 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the

study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/*c ratio from 0.943 (LOS E) to 0.919 (LOS E) during the AM peak hour, and from 0.981 (LOS E) to 0.946 (LOS E) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 1.290 (LOS F) to 1.247 (LOS F) during the AM peak hour, and from 1.067 (LOS F) to 1.026 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. The Corbin Avenue physical improvement will further reduce the *v/c* ratios forecast at the study intersection to mitigate the forecasted significant transportation impact. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 1.166 (LOS F) to 1.088 (LOS F) during the AM peak hour, and from 1.227 (LOS F) to 1.069 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 0.778 (LOS C) to 0.722 (LOS C) during the AM peak hour, and from 0.974 (LOS E) to 0.758 (LOS C) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the 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. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 1.169 (LOS F) to 0.890 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 1.054 (LOS F) to 0.989 (LOS E) during the AM peak hour, and from 1.136 (LOS F) to 1.067 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 1.194 (LOS F) to 1.127 (LOS F) during the AM peak hour, and from 1.276 (LOS F) to 1.116 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 0.981 (LOS E) to 0.940 (LOS E) during the AM peak hour, and from 0.937 (LOS E) to 0.896 (LOS D) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 28: Tampa Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 0.964 (LOS E) to 0.945 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 29: Tampa Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 1.061 (LOS F) to 1.043 (LOS F) during the AM peak hour, and from 1.041 (LOS F) to 1.023 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 0.965 (LOS E) to 0.940 (LOS E) during the AM peak hour and from 0.966 (LOS E) to 0.974 (LOS E) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of installation of ATSAC/ATCS. Further detail regarding the Mason Avenue Extension Project and the ATSAC/ATCS mitigation measures is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 7D, the proposed mitigation is expected to improve the *v/c* ratio from 1.167 (LOS F) to 1.033 (LOS F) during the AM peak hour, and from 1.201 (LOS F) to 1.071 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

As shown in Table 11, the Corbin Avenue physical improvement is not required to mitigate significant traffic impacts due to the Krausz Property Only Alternative D project until development of up to or greater than 610,000 square feet of new office floor area on the project site. Also as shown in Table 11, the Tampa Avenue/Nordhoff Street ATSAC/ATCS improvement is not required to mitigate significant traffic impacts due to the Krausz Property Only Alternative D project until development of up to or greater than 660,000 square feet of new office floor area on the project site.

Full Build-Out Alternative A Project

The proposed Full Build-Out Alternative A project is anticipated to result in a significant transportation impact according to the City's impact criteria at 18 of the 39 study intersections. The following provides an overview of the proposed mitigation measures and their effectiveness in reducing the impacts to a less than significant level.

Intersection No. 1: De Soto Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 1.182 (LOS F) to 1.062 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 8: Winnetka Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 0.987 (LOS E) to 0.967 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 9: Winnetka Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 1.204 (LOS F) to 1.158 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 10: Winnetka Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 0.990 (LOS E) to 0.972 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 0.981 (LOS E) to 0.949 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 1.068 (LOS F) to 1.031 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. The Corbin Avenue physical improvement will further reduce the *v/c* ratios forecast at the study intersection and mitigate the forecasted significant transportation impact.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 1.237 (LOS F) to 1.089 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/*c ratio from 1.045 (LOS F) to 0.811 (LOS D) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the 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. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 1.200 (LOS F) to 0.952 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/*c ratio from 1.141 (LOS F) to 1.082 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 1.211 (LOS F) to 1.155 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 0.956 (LOS E) to 0.920 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 22: Shirley Avenue and Plummer Street

The recommended mitigation consists of a signal modification to provide left-turn protected-permissive phasing on the westbound Plummer Street approach and a northbound right-turn overlapping phase. In addition, the northbound Shirley Avenue approach would be re-striped to provide one optional left-turn/through lane and one right-turn only lane. Further detail regarding this physical improvement mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 0.792 (LOS C) to 0.763 (LOS C) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 28: Tampa Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 0.960 (LOS E) to 0.945 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 29: Tampa Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 1.037 (LOS F) to 1.023 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/*c ratio from 1.006 (LOS F) to 0.959 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension Project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 1.196 (LOS F) to 1.170 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 36: Reseda Boulevard and Plummer Street

The recommended mitigation consists of re-striping the southbound Reseda Boulevard approach to provide a southbound right-turn only lane. Further detail regarding this physical improvement project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8A, the proposed mitigation is expected to improve the *v/c* ratio from 1.304 (LOS F) to 1.271 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

As shown in Table 11, the Corbin Avenue physical improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative A project until development of up to or greater than 195,000 square feet of new retail floor area on the project site. In addition, as shown in Table 11, the Shirley Avenue/Plummer Street physical improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative A project until development of up to or greater than 510,000 square feet of new retail floor area on the project site. Also as shown on Table 11, the Reseda Boulevard/Plummer Street physical improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative A project until development of up to or greater than 400,000 square feet of new retail floor area on the project site.

Full Build-Out Alternative B Project

The proposed Full Build-Out Alternative B project is anticipated to result in a significant transportation impact according to the City's impact criteria at 24 of the 39 study intersections. The following provides an overview of the proposed mitigation measures and their effectiveness in reducing the impacts to a less than significant level.

Intersection No. 1: De Soto Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.236 (LOS F) to 1.079 (LOS F) during the AM peak hour, and from 1.191 (LOS F) to 1.067 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 3: De Soto Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 0.980 (LOS F) to 0.905 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 6: Winnetka Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 0.921 (LOS E) to 0.866 (LOS D) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 7: Winnetka Avenue and Prairie Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 0.816 (LOS D) to 0.780 (LOS C) during the AM peak hour, and from 0.785 (LOS C) to 0.746 (LOS C) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 8: Winnetka Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.133 (LOS F) to 1.083 (LOS F) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 10: Winnetka Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 0.993 (LOS E) to 0.972 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the v/c ratio from 0.956 (LOS E) to 0.928 (LOS E) during the AM peak hour, and from 0.998 (LOS E) to 0.959 (LOS E) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the *v/c* ratios forecast at the study

intersection and mitigate the forecasted significant transportation impact. Further detail regarding the Mason Avenue Extension project and TDM mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.319 (LOS F) to 1.270 (LOS F) during the AM peak hour, and from 1.091 (LOS E) to 1.045 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However, the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impact during the morning peak hour at this intersection. Therefore, mitigation for this intersection would also consist of TDM measures. The TDM measures will further reduce the *v/c* ratios forecast at the study intersection to mitigate the forecasted significant transportation impacts. The Corbin Avenue physical improvement will further reduce the *v/c* ratios forecast at the study intersection to mitigate the forecasted significant transportation impact. Further detail regarding the Mason Avenue Extension project, physical improvement and TDM mitigation measures are provided in the aforementioned Project Mitigation section.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.215 (LOS F) to 1.127 (LOS F) during the AM peak hour, and from 1.266 (LOS F) to 1.092 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes. Mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the *v/c* ratios forecast at the study intersection and mitigate the forecasted significant transportation impact. Further detail regarding the Mason Avenue Extension project, the physical improvement and TDM mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 8B, the proposed mitigation is expected to improve the v/c ratio from 0.838 (LOS D) to 0.759 (LOS C) during the AM peak hour, and from 1.071 (LOS F) to 0.843 (LOS D) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the 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. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.232 (LOS F) to 0.939 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However, the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impact during the PM peak hour at this intersection. Therefore, mitigation for this intersection would also consist of TDM measures. The TDM measures will further reduce the *v/c* ratios forecast at the study intersection to mitigate the forecasted significant transportation impacts. Further detail regarding the Mason Avenue Extension project and TDM mitigation measures are provided in the aforementioned Project Mitigation section.
As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.069 (LOS F) to 0.999 (LOS E) during the AM peak hour, and from 1.179 (LOS F) to 1.100 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However, the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impact during the AM peak hour at this intersection. Therefore, mitigation for this intersection would also consist of TDM measures. The TDM measures will further reduce the *v/*c ratios forecast at the study intersection to mitigate the forecasted significant transportation impacts. Further detail regarding the Mason Avenue Extension project and TDM mitigation measures are provided in the aforementioned Project Mitigation section.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.235 (LOS F) to 1.159 (LOS F) during the AM peak hour, and from 1.189 (LOS F) to 1.125 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the *v/c* ratios forecast at the study intersection and mitigate the forecasted significant transportation impact. Further detail regarding the Mason Avenue Extension project and TDM mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 0.997 (LOS E) to 0.952 (LOS E) during the AM peak hour, and from 0.958 (LOS E) to 0.911 (LOS E) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 22: Shirley Avenue and Plummer Street

The recommended mitigation consists of installation of ATSAC/ATCS. Further detail regarding the ATSAC/ATCS mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 0.828 (LOS D) to 0.754 (LOS C) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 25: Tampa Avenue and SR-118 WB Ramps

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the *v/c* ratios forecast at the study intersection and mitigate the forecasted significant transportation impact. Further detail regarding the Mason Avenue Extension project and TDM mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 0.885 (LOS D) to 0.872 (LOS D) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 28: Tampa Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the *v/c* ratios forecast at the study intersection and mitigate the forecasted significant transportation impact. Further detail regarding the Mason Avenue Extension project and TDM mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 0.874 (LOS D) to 0.849 (LOS D) during the AM peak hour, and from 0.981 (LOS E) to 0.959 (LOS E) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 29: Tampa Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the *v/c* ratios forecast at the study intersection and mitigate the forecasted significant transportation impact. Further detail regarding the Mason Avenue Extension project and TDM mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.075 (LOS F) to 1.055 (LOS F) during the AM peak hour, and from 1.057 (LOS F) to 1.036 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However, the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impact during the AM peak hour at this intersection. Therefore, mitigation for this intersection would also consist of the installation of ATSAC/ATCS. Further detail regarding the Mason Avenue Extension project and ATSAC/ATCS mitigation measures are provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 0.989 (LOS E) to 0.959 (LOS D) during the AM peak hour and from 1.011 (LOS F) to 0.885 (LOS D). Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of installation of ATSAC/ATCS. Further detail regarding the Mason Avenue Extension Project and the ATSAC/ATCS mitigation measures is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the v/c ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.210 (LOS F) to 1.067 (LOS F) during the AM peak hour, and from 1.225 (LOS F) to 1.090 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 32: Tampa Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.025 (LOS F) to 1.005 (LOS F) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 36: Reseda Boulevard and Plummer Street

The recommended mitigation consists of re-striping the southbound Reseda Boulevard approach to provide a southbound right-turn only lane. Further detail regarding this physical improvement project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.307 (LOS F) to 1.274 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 37: Reseda Boulevard and Nordhoff Street

The recommended mitigation consists of providing a TDM plan. TDM measures will reduce the *v/c* ratios forecast at the study intersection, thus mitigating the forecasted significant transportation impact. Further detail regarding the TDM mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 0.910 (LOS E) to 0.907 (LOS E) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 39: Zelzah Avenue and Nordhoff Street

The recommended mitigation consists of providing a TDM plan. TDM measures will reduce the *v/c* ratios forecast at the study intersection, thus mitigating the forecasted significant transportation impact. Further detail regarding the TDM mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8B, the proposed mitigation is expected to improve the *v/c* ratio from 1.024 (LOS F) to 1.022 (LOS F) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

As shown in Table 11, the Corbin Avenue physical improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative B project until development of up to or greater than 940,000 square feet of new office floor area on the project site. In addition, the Reseda Boulevard/Plummer Street physical improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative B project until development of up to or greater than 1,260,000 square feet of new office floor area on the project site. Also as shown on Table 11, the Shirley Avenue/Plummer Street ATSAC/ATCS improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative B project until development of up to or greater than 1,140,000 square feet of new office floor area on the project site. The Tampa Avenue/Plummer Street ATSAC/ATCS improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative B project until development of up to or greater than 1,165,000 square feet of new office floor area on the project site. The Tampa Avenue/Nordhoff Street ATSAC/ATCS improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative B project until development of up to or greater than 930,000 square feet of new office floor area on the project site.

Full Build-Out Alternative C Project

The proposed Full Build-Out Alternative C project is anticipated to result in a significant transportation impact according to the City's impact criteria at 14 of the 39 study intersections. The following provides an overview of the proposed mitigation measures and their effectiveness in reducing the impacts to a less than significant level.

Intersection No. 8: Winnetka Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 0.987 (LOS F) to 0.967 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 9: Winnetka Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 1.204 (LOS F) to 1.158 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 10: Winnetka Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 0.989 (LOS E) to 0.971 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 0.978 (LOS E) to 0.947 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 1.064 (LOS F) to 1.027 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. The Corbin Avenue physical improvement will further reduce the *v/c* ratios forecast at the study intersection to mitigate the forecasted significant transportation impact.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 1.231 (LOS F) to 1.083 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of

a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 1.028 (LOS F) to 0.795 (LOS C) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the 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. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 1.185 (LOS F) to 0.935 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 1.134 (LOS F) to 1.074 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 1.208 (LOS F) to 1.151 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 0.953 (LOS E) to 0.916 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 1.004 (LOS F) to 0.985 (LOS D) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension Project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the *v/c* ratio from 1.192 (LOS F) to 1.166 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 36: Reseda Boulevard and Plummer Street

The recommended mitigation consists of re-striping the southbound Reseda Boulevard approach to provide a southbound right-turn only lane. Further detail regarding this physical improvement project mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8C, the proposed mitigation is expected to improve the v/c ratio from 1.303 (LOS F) to 1.269 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

As shown in Table 11, the Corbin Avenue physical improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative C project until development of up to or greater than 130,000 square feet of new retail floor area on the project site. Also as shown on Table 11, the Reseda Boulevard/Plummer Street physical improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative C project until development of up to or greater than 320,000 square feet of new retail floor area on the project site.

Full Build-Out Alternative D Project

The proposed Full Build-Out Alternative D project is anticipated to result in a significant transportation impact according to the City's impact criteria at 20 of the 39 study intersections. The following provides an overview of the proposed mitigation measures and their effectiveness in reducing the impacts to a less than significant level.

Intersection No. 1: De Soto Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 1.236 (LOS F) to 1.080 (LOS E) during the AM peak hour, and from 1.186 (LOS F) to 1.063 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 7: Winnetka Avenue and Prairie Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 0.802 (LOS D) to 0.769 (LOS C) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 8: Winnetka Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 1.131 (LOS F) to 1.081 (LOS F) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 10: Winnetka Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 0.990 (LOS E) to 0.969 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 0.950 (LOS E) to 0.924 (LOS E) during the AM peak hour, and from 0.989 (LOS E) to 0.952 (LOS E) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 1.302 (LOS F) to 1.256 (LOS F) during the AM peak hour, and from 1.079 (LOS F) to 1.034 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact. The Corbin Avenue physical improvement will further reduce the *v/c* ratios forecast at the study intersection to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 1.188 (LOS F) to 1.105 (LOS F) during the AM peak hour, and from 1.247 (LOS F) to 1.081 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 0.806 (LOS D) to 0.733 (LOS C) during the AM peak hour, and from 1.022 (LOS F) to 0.796 (LOS C) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the 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. Further detail regarding the Mason Avenue Extension Project and the physical improvement mitigation measures is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 1.199 (LOS F) to 0.914 (LOS E) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 1.064 (LOS F) to 0.997 (LOS E) during the AM peak hour, and from 1.156 (LOS F) to 1.083 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the v/c ratio from 1.214 (LOS F) to 1.142 (LOS F) during the AM peak hour, and from 1.186 (LOS F) to 1.124 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 0.990 (LOS E) to 0.947 (LOS E) during the AM peak hour, and from 0.948 (LOS E) to 0.904 (LOS E) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 22: Shirley Avenue and Plummer Street

The recommended mitigation consists of a signal modification to provide left-turn protected-permissive phasing on the westbound Plummer Street approach and a northbound right-turn overlapping phase. In addition, the northbound Shirley Avenue approach would be re-striped to provide one optional left-turn/through lane and one right-turn only lane. However the physical improvement mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the *v/c* ratios forecast at the study intersection and mitigate the forecasted significant transportation impact. Further detail regarding the physical improvement and TDM mitigation measures is provided in the aforementioned Project Mitigation section.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 0.808 (LOS D) to 0.778 (LOS C) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

Intersection No. 25: Tampa Avenue and SR-118 WB Ramps

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 0.877 (LOS D) to 0.865 (LOS D) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 28: Tampa Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 0.865 (LOS D) to 0.841 (LOS D) during the AM peak hour, and from 0.971 (LOS E) to 0.951 (LOS E) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 29: Tampa Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 1.067 (LOS F) to 1.048 (LOS F) during the AM peak hour, and from 1.048 (LOS F) to 1.029 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However, the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impact during the AM peak hour at this intersection. Therefore, mitigation for this intersection would also consist of the installation of ATSAC/ATCS. Further detail regarding the Mason Avenue Extension project and ATSAC/ATCS mitigation measures are provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 0.977 (LOS E) to 0.849 (LOS D) during the AM peak hour and from 1.002 (LOS F) to 0.879 (LOS D) . Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. However, the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impact during the AM peak hour at this intersection. Therefore, mitigation for this intersection would also consist of the installation of ATSAC/ATCS. Further detail regarding the Mason Avenue Extension project and ATSAC/ATCS mitigation measures are provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 1.187 (LOS F) to 1.048 (LOS F) during the AM peak hour, and from 1.212 (LOS F) to 1.079 (LOS F) during the PM peak hour. Thus, the significant impact during the AM and PM peak hours would be eliminated.

Intersection No. 32: Tampa Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. TDM measures will further reduce the *v/c* ratios forecast at the study intersection, but are not required to mitigate the forecasted significant transportation impact.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 1.023 (LOS F) to 1.003 (LOS F) during the AM peak hour. Thus, the significant impact during the AM peak hour would be eliminated.

Intersection No. 36: Reseda Boulevard and Plummer Street

The recommended mitigation consists of providing a TDM plan. TDM measures will reduce the *v/c* ratios forecast at the study intersection, thus mitigating the forecasted significant transportation impact. Further detail regarding the TDM mitigation measure is provided in the aforementioned Project Mitigation section.

As shown in Table 8D, the proposed mitigation is expected to improve the *v/c* ratio from 1.303 (LOS F) to 1.300 (LOS F) during the PM peak hour. Thus, the significant impact during the PM peak hour would be eliminated.

As shown in Table 11, the Corbin Avenue physical improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative D project until development of up to or greater than 805,000 square feet of new office floor area on the project site. Also as shown on Table 11, the Shirley Avenue/Plummer Street physical improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative D project until development of up to or greater than 1,025,000 square feet of new office floor area on the project site. The Tampa Avenue/Plummer Street ATSAC/ATCS improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative D project until development of up to or greater than 1,050,000 square feet of new office floor area on the project site. In addition, the Tampa Avenue/Nordhoff Street physical improvement is not required to mitigate significant traffic impacts due to the Full Build-Out Alternative D project until development of up to or greater than 855,000 square feet of new office floor area on the project site.

TRIP EQUIVALENCY PROGRAM

The following provides a discussion of the equivalency program and presents the recommended office and retail equivalency factors.

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 the environmental document, a total of eight development alternatives with different mixes of office, retail, and condominium land uses were analyzed. With the equivalency program, the Krausz Property ultimately may be developed with a revised range of land use mixes. Within a limited scope, there may be increases in the 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 alternatives), 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 as described below.

Office Equivalency

Equivalency factors have been established as compared to a square foot of office space. For example, 3.02 square feet of office use has the same trip generation as 1.0 square feet of medical office use. Therefore, the medical office equivalency factor is 3.02. The equivalency factors for the proposed land uses are presented below:

Use	Equivalent Office (1,000 sf) Factor
Commercial Office (1,000 sf)	1.00
Medical Office (1,000 sf)	3.02
Hotel (rooms)	0.50
New Car Dealership (1,000 sf)	2.31
Condominiums (dwelling unit)	0.45

As an example, the equivalent office square footage for 100,000 square feet of medical office space is 302,000 square feet of office space (100,000 × 3.02 = 302,000 square feet of office use). A table of conversion examples is provided below:

Converted Use	Converted Floor Area	Equivalent Office Floor Area
Medical Office	100,000 SF	302,000 SF
Hotel	100 Rooms	50,000 SF
New Car Dealership	100,000 SF	231,000SF
Condominiums	100 DU	45,000 SF

Retail Equivalency

Equivalency factors have also been established as compared to a square foot of retail space. For example, 1.11 square feet of office use has the same trip generation as 1.0 square feet of retail use. Therefore, the medical office equivalency factor is 1.11. The equivalency factors for the proposed land uses are presented below:

Use	Equivalent Retail (1,000 sf) Factor
Retail Space (1,000 sf)	1.00
Medical Office (1,000 sf)	1.11
Hotel (rooms)	0.18
New Car Dealership (1,000 sf)	0.85
Condominiums (dwelling unit)	0.16

As an example, the equivalent retail square footage for 100,000 square feet of medical office space is 111,000 square feet of retail space (100,000 × 1.11 = 111,000 square feet of retail use). A table of conversion examples is provided below:

Converted Use	Converted Floor Area	Equivalent Retail Floor Area
Medical Office	100,000 SF	111,000 SF
Hotel	100 Rooms	18,000 SF
New Car Dealership	100,000 SF	85,000SF
Condominiums	100 DU	16,000 SF

CONGESTION MANAGEMENT PLAN TRAFFIC IMPACT ASSESSMENT

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

As required by the 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. 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. A summary of the CMP traffic impact assessment is provided on Table 12.

Intersections

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

• 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

ENGINEERS

Table 12
CONGESTION MANAGEMENT PLAN (CMP)
TRAFFIC IMPACT ASSESSMENT
Krausz Property Project

03-Jun-2003

CMP STATION	LOCATION	PEAK HOUR	FORECASTED TRIPS KRAUSZ PROPERTY ONLY ALTERNATIVES				FORECASTED TRIPS FULL BUILD-OUT ALTERNATIVES KRAUSZ PROPERTY AND ADDITIONAL AREAS				CMP TRAFFIC IMPACT ASSESSMENT THRESHOLD	CMP TRAFFIC IMPACT ASSESSMENT REQUIRED
			ALT-A	ALT-B	ALT-C	ALT-D	ALT-A	ALT-B	ALT-C	ALT-D		
64	Topanga Canyon Boulevard and Devonshire Street	AM	-1	8	0	6	-2	11	-1	9	50	NO
		PM	8	8	8	7	10	12	9	10	50	NO
65	Topanga Canyon Boulevard and Roscoe Boulevard	AM	-2	15	0	13	-4	22	-2	18	50	NO
		PM	16	16	8	14	20	25	18	20	50	NO
80	Victory Boulevard and Reseda Boulevard	AM	-2	15	0	13	-4	22	-2	18	50	NO
		PM	16	16	8	14	20	25	18	20	50	NO
82	Victory Boulevard and Winnetka Avenue	AM	-2	15	0	13	-4	22	-2	18	50	NO
		PM	16	16	8	14	20	25	18	20	50	NO
1051	EB SR-118 Freeway at the Los Angeles and Ventura County line.	AM	-8	40	-9	29	-14	59	-15	42	150	NO
		PM	31	10	31	13	39	13	38	16	150	NO
1051	WB SR-118 Freeway at the Los Angeles and Ventura County line.	AM	3	5	8	9	3	7	9	11	150	NO
		PM	18	39	14	28	21	62	16	43	150	NO
1052	EB SR-118 Freeway east of Woodley Avenue	AM	3	4	6	7	3	6	7	9	150	NO
		PM	15	32	12	24	17	51	13	36	150	NO
1052	WB SR-118 Freeway east of Woodley Avenue	AM	-7	33	-7	24	-12	49	-13	35	150	NO
		PM	26	9	26	11	33	11	32	13	150	NO

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 proposed project will add not 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, as 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 following CMP freeway monitoring locations in the project vicinity have been identified:

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

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 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, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations which are part of the CMP highway system is required.

CONCLUSIONS

This traffic impact study evaluates the potential traffic impacts associated with the development of the Krausz Property Only Alternative projects as well as the Full Build-Out Alternatives projects. In order to evaluate the potential impacts to the local street system, 39 intersections were analyzed to determine changes in operations following occupancy and utilization of the proposed project. The development scenarios evaluated in this report and potential significant traffic impacts in the future 2005 conditions are as follows:

	Krausz Property Only Project	**Full Build-Out Project**
Development Scenario	**# of Significantly Impacted Intersections**	**# of Significantly Impacted Intersections**
Alternative A	13	18
Alternative B	19	24
Alternative C	13	14
Alternative D	13	20

Three types of improvement measures are proposed (physical improvement measures, redistribution of regional through traffic due to the Mason Avenue Extension project, and transportation demand management measures) are proposed at the significantly impacted study intersections. The recommended measures are anticipated to reduce the project-related impacts anticipated for each impacted intersection to less than significant levels.

O:\JOB_FILE\3166\Report\3166rpt5.wpd