

APPENDIX B

**DOCUMENTATION OF POTENTIAL CHANGES TO
TRANSPORTATION IMPACTS AND MITIGATION – MOVING
BUILDING 6/REDUCING PARKING**

Los Angeles Mission College Master Plan

Documentation of Potential Changes to Transportation Impacts and Mitigation – Moving Building 6/Reducing Parking

Background

The Los Angeles Mission College Facilities Master Plan (The Project) is located on two sites in the San Fernando Valley in the Sylmar community of the City of Los Angeles, approximately 20 miles northwest of downtown Los Angeles. The Los Angeles Mission College (LAMC or College) is one of nine colleges included within the Los Angeles Community College District (LACCD or District) and is the northernmost campus location within the District.

The project sites are the existing Los Angeles Mission College campus located at 13356 Eldridge Avenue, and two vacant parcels located at the southeast corner of Eldridge Avenue and Harding Street (Harding Street site).

The LAMC Campus site is bound by Hubbard Street to the northwest, Eldridge Avenue to the southwest; El Cariso Golf Course to the southeast, and Lexicon Avenue to the northeast. The Harding Street site is bound by Harding Street to the north; Cranston Avenue to the west; Kismet Avenue to the southeast; and Maclay Street to the east. The overall site lies within predominantly single-family, low-density residential areas, with parks, golf course, schools, churches, and some neighborhood commercial businesses located approximately 1/3rd mile northwest of the LAMC campus. The El Cariso Community Regional County Park is located directly to the northeast of the existing LAMC campus and El Cariso County Golf Course is directly to the southeast. The Sylmar Independent Baseball League (SIBL) fields are also located to the northeast of the County Recreation Area. Mountain Glen and Santiago Estates residential communities are located to the east of the project site across Pacoima Wash. In addition, the Angeles National Forest is located approximately one mile north and east of the project site.

The Los Angeles Community College District (District) and Los Angeles Mission College (LAMC) prepared the LAMC Master Plan in 2006 to guide the orderly development of instructional and support facilities in order to accommodate increased enrollment through 2015.

LAMC is proposing minor revisions to the original Master Plan. The proposed Master Plan revisions include modifications to Building #6, Parking Structure B1, and Parking Structure B2.

Proposed Changes

1. Building #6 was originally sited on the main LAMC Campus in the Master Plan. Building #6 is a 2-story building comprised of 30,000 square feet of building area and 48,100 gross square feet of land area. It is slated for construction period between 2011-2015 and would be built in Phase 2A. The proposed revision is to move Building #6 from the Main Campus to the Harding Street Site, but to keep the same building dimensions.
2. Parking Structure B1 is an underground parking structure comprised of 2 floors and 550 parking spaces located on the Harding Street Site. Parking Structure B1 would have a

land area of 242,939 gross square feet, a construction period between 2011-2015, and would be built in Phase 2B. The proposed revision to the Master Plan is to reduce the number of parking stalls from 550 to 400.

3. Parking Structure B2 is an aboveground parking structure comprised of 3 floors and 370 parking spaces located on the main LAMC Campus. Parking Structure B2 would have a land area of 45,603 gross square feet, a construction period between 2011-2015, and would be built in Phase 1A. The proposed revision to the Master Plan is to remove the parking structure completely from the Master Plan, thus reduce the number of parking stalls from 370 to 0.

Enrollment at the College will not be affected by these changes. The total square footage of the proposed Master Plan will not be affected by these changes.

The result of the proposed changes on the traffic analysis is summarized in the following sections.

Changes to Trip Generation

Due to the fact that the both the proposed enrollment and total square footage are remaining the same, the number of daily and AM/PM peak hour trips produced by the Master Plan will remain identical to those analyzed in the EIR. However, where these trips are produced will be affected. Trips generated by Building 6 that would have been generated at the LAMC main campus will now be generated at the Harding Street site (east campus). The following table summarizes this change.

| Location | Trips | | |
|--|--------------|------------|------------|
| | Daily | AM | PM |
| LAMC Main Campus EIR | 5,725 | 572 | 572 |
| LAMC East Campus EIR | 3,244 | 365 | 312 |
| Totals | 8,969 | 897 | 897 |
| LAMC Main Campus Revised Master Plan EIR | 4,845 | 485 | 485 |
| LAMC East Campus Revised Master Plan EIR | 4,124 | 464 | 396 |
| Totals | 8,969 | 897 | 897 |
| Change at LAMC Main Campus | -880 | -87 | -87 |
| Change at LAMC East Campus ¹ | +880 | +99 | +84 |

¹ A slight increase in the amount of AM and PM peak hour trips is shown due to a minor revision of the square footage of the Health Fitness P.E. building from 88,000 sq. ft to 90,000 sq. ft.

Changes to Trip Distribution

While the overall trip distribution for the Master Plan EIR will not be affected there will be a localized shift in trips from Hubbard Street to Maclay Street. This shift does not have a direct correlation to the percentage of trips that will shift from the main campus to the east campus due to the relocation of Building 6 because many students will travel to the main campus first, then the east campus, and vice versa. In other words, although approximately 10% of the daily trips generated are shifting from the main campus to the east campus there is not a correlating 10% of trips. The traffic model used to analyze the project generated trips does however take into account this shift and will re-assign the correct number of trips to new paths based on the new trip generation shown above.

Changes to Intersection Impacts

As the traffic model shifts trips from the west to the east based on the shift in trip generation from moving Building 6, the impacts at local intersections is also shifted. The table below summarizes the changes to the analyzed intersections in the study area.

| INT # | Intersection | 2015 with Project (Original EIR Conditions) | | | |
|-------|--|---|---------|--------------|---------|
| | | AM Peak Hour | | PM Peak Hour | |
| | | LOS | V/C/SEC | LOS | V/C/SEC |
| 1 | Polk Street / Glenoaks Boulevard | C | 0.790 | C | 0.724 |
| 2 | Polk Street / I-210 EB Ramps | F | 1.008 | B | 0.602 |
| 3 | Polk Street / I-210 WB Ramps | C | 0.787 | B | 0.601 |
| 4 | Polk Street / Gladstone Avenue ^[1] | C | 24.8 | C | 14.4 |
| 5 | Polk Street / Eldridge Avenue ^[1] | B | 12.5 | B | 9.8 |
| 6 | Sayre Street / Gladstone Avenue ^[1] | C | 21.7 | C | 25.6 |
| 7 | Sayre Street / Eldridge Avenue ^[1] | B | 14.6 | B | 13.7 |
| 8 | Hubbard Street / Glenoaks Boulevard | D | 0.847 | D | 0.877 |
| 9 | Hubbard Street / Foothill Boulevard | F | 1.031 | F | 1.179 |
| 10 | Hubbard Street / I-210 EB Ramps | F | 1.066 | E | 0.912 |
| 11 | Hubbard Street / I-210 WB Ramps | F | 1.260 | F | 1.148 |
| 12 | Hubbard Street / Gladstone Avenue | D | 0.855 | C | 0.736 |
| 13 | Hubbard Street / Fenton Avenue | C | 0.753 | A | 0.570 |
| 14 | Hubbard Street / Eldridge Avenue | E | 0.939 | E | 0.929 |
| 15 | Hubbard Street / Lexicon Avenue ^[1] | C | 22.5 | C | 25.1 |
| 16 | Hubbard Street / Garrick Avenue ^[1] | B | 14.5 | B | 14.2 |
| 17 | Hubbard Street / Shablow Avenue ^[1] | A | 8.4 | A | 8.3 |
| 18 | Rajah Street / Gavina Avenue ^[1] | A | 9.5 | A | 9.9 |
| 19 | Tibbetts Street / Gavina Avenue ^[1] | A | 7.5 | A | 7.7 |
| 20 | Pasha Street / Eldridge Avenue ^[1] | A | 14.7 | A | 21.8 |
| 21 | Harding Street / Fenton Avenue ^[1] | A | 9.5 | A | 8.6 |

| INT # | Intersection | 2015 with Project (Original EIR Conditions) | | | |
|-------|---|---|---------|--------------|---------|
| | | AM Peak Hour | | PM Peak Hour | |
| | | LOS | V/C/SEC | LOS | V/C/SEC |
| 22 | Harding Street / Eldridge Avenue ^[1] | A | 9.4 | A | 10.6 |
| 23 | Maclay Avenue / Glenoaks Avenue | E | 0.946 | D | 0.827 |
| 24 | Maclay Avenue / Foothill Boulevard | F | 1.242 | F | 1.346 |
| 25 | Maclay Avenue / I-210 EB Ramps | F | 1.269 | F | 1.076 |
| 26 | Maclay Avenue / I-210 WB Ramps | E | 0.987 | E | 0.902 |
| 27 | Maclay Avenue / Gladstone Avenue ^[1] | F | 298.9 | F | 171.4 |
| 28 | Maclay Avenue / Fenton Avenue ^[1] | F | 90.7 | F | 127.6 |

[1] Unsignalized intersection, LOS analysis is based on delay

| INT # | Intersection | 2015 with Project w/2008 Master Plan Changes | | | |
|-------|---|--|---------|--------------|---------|
| | | AM Peak Hour | | PM Peak Hour | |
| | | LOS | V/C/SEC | LOS | V/C/SEC |
| 1 | Polk Street / Glenoaks Boulevard | C | 0.791 | C | 0.725 |
| 2 | Polk Street / I-210 EB Ramps | F | 1.008 | A | 0.602 |
| 3 | Polk Street / I-210 WB Ramps | C | 0.787 | B | 0.601 |
| 4 | Polk Street / Gladstone Avenue ^[1] | C | 24.8 | B | 14.4 |
| 5 | Polk Street / Eldridge Avenue ^[1] | B | 12.5 | A | 9.8 |
| 6 | Sayre Street / Gladstone Avenue ^[1] | C | 21.7 | C | 25.6 |
| 7 | Sayre Street / Eldridge Avenue ^[1] | B | 14.6 | B | 13.7 |
| 8 | Hubbard Street / Glenoaks Boulevard | D | 0.848 | D | 0.877 |
| 9 | Hubbard Street / Foothill Boulevard | F | 1.031 | F | 1.179 |
| 10 | Hubbard Street / I-210 EB Ramps | F | 1.066 | D | 0.908 |
| 11 | Hubbard Street / I-210 WB Ramps | F | 1.25 | F | 1.135 |
| 12 | Hubbard Street / Gladstone Avenue | D | 0.855 | C | 0.733 |
| 13 | Hubbard Street / Fenton Avenue | C | 0.753 | A | 0.563 |
| 14 | Hubbard Street / Eldridge Avenue | E | 0.94 | E | 0.918 |
| 15 | Hubbard Street / Lexicon Avenue ^[1] | C | 22.1 | C | 24.6 |
| 16 | Hubbard Street / Garrick Avenue ^[1] | B | 14.5 | B | 14.2 |
| 17 | Hubbard Street / Shablow Avenue ^[1] | A | 8.4 | A | 8.3 |
| 18 | Rajah Street / Gavina Avenue ^[1] | A | 9.5 | A | 9.9 |
| 19 | Tibbetts Street / Gavina Avenue ^[1] | A | 7.5 | A | 7.7 |
| 20 | Pasha Street / Eldridge Avenue ^[1] | B | 14.4 | C | 21 |
| 21 | Harding Street / Fenton Avenue ^[1] | A | 9.6 | A | 8.6 |
| 22 | Harding Street / Eldridge Avenue ^[1] | A | 9.7 | B | 10.9 |
| 23 | Maclay Avenue / Glenoaks Avenue | E | 0.946 | E | 0.828 |
| 24 | Maclay Avenue / Foothill Boulevard | F | 1.246 | F | 1.347 |

| INT # | Intersection | 2015 with Project w/2008 Master Plan Changes | | | |
|-------|---|--|---------|--------------|---------|
| | | AM Peak Hour | | PM Peak Hour | |
| | | LOS | V/C/SEC | LOS | V/C/SEC |
| 25 | Maclay Avenue / I-210 EB Ramps | F | 1.28 | F | 1.085 |
| 26 | Maclay Avenue / I-210 WB Ramps | E | 0.993 | F | 0.907 |
| 27 | Maclay Avenue / Gladstone Avenue ^[1] | F | 311.5 | F | 176.3 |
| 28 | Maclay Avenue / Fenton Avenue ^[1] | F | 99.2 | F | 132.5 |

[1] Unsignalized intersection, LOS analysis is based on delay

For all study intersections, the impact as a result of moving Building 6 from the main campus to the east campus remains the same. No additional mitigation measures are required.

Changes to Parking

The changes to the Master Plan include two changes to the proposed parking. Parking Structure B1 at the east campus will be reduced to provide 400 spaces down from 550. Parking Structure B2 would be eliminated, reducing the number of parking spaces at the main campus by 370 spaces (from 1,628 to 1,258).

In the EIR it was established that a ratio of .187 spaces per student was adequate to meet peak parking demand. The number of daily students and staff is expected to be 8,610 in 2015. Following the same methodology, this level of activity would generate a parking demand of 1,610 spaces (8,610 x 0.187). Since 1,658 parking spaces (1,258 on LAMC Campus + 400 spaces on the Harding Street Site) are planned by that time, total parking would be adequate under the proposed project.

400 spaces at the east campus is found to be adequate to meet the parking demand at that site, which is assumed to be 27% of the total, or 435 spaces (1,610 X .27 = 435), due to the fact that the College recently improved on-street parking along Eldridge Avenue by implementing angled parking. Any peak overflow at the east campus can utilize unrestricted on-street parking along Eldridge Avenue. Parking demand at the main campus site, which is assumed to be 74% of the total, or 1,175 (1,610 X .73 = 1,175), will continue to be adequate with the reduction of 370 spaces from the plan.

Summary

LAMC is proposing minor revisions to the original Master Plan. The proposed Master Plan revisions include modifications to Building #6, Parking Structure B1, and Parking Structure B2. Moving Building #6 is found to have no new impacts at traffic analysis locations. Reducing the number of spaces in Parking Structure B1 will not result in new impacts as an adequate number of parking spaces required to meet peak demand is proposed. Eliminating Parking Structure B2 is not found to change the impacts or mitigation from the EIR.