How would traffic be impacted by LMU’s Master Plan Project?
The traffic study prepared as part of the Draft EIR determined that the proposed Master Plan Project would not generate significant traffic impacts to local street segments or freeways. Furthermore, the Master Plan would not significantly impact access to the campus, or generate significant impacts to the surrounding public transit system.

Of the 25 studied intersections in the vicinity of the LMU campus, the traffic study concluded that at full build-out of the proposed Master Plan Project, the project could generate significant impacts at two intersections if no mitigation is implemented. However, LMU is required as part of the Draft EIR to implement mitigation to reduce impacts at these two intersections to less than significant levels.

What measures would LMU implement to mitigate traffic impacts?
LMU would be required to implement a variety of Transportation Demand Management (TDM) measures with increases in the campus population, in order to reduce intersection impacts to less than significant levels.

One TDM strategy involves increasing the number of students who live on campus. Since on-campus student residents travel less frequently during the AM and PM peak traffic hours than students who live off-campus and commute to class, increasing the campus residential population would lower the campus’ trip generation. Another TDM strategy is aimed at reducing faculty and staff trips between five and 10 percent, through measures that incentivize the use of carpools, vanpools, public transportation, telecommuting and other alternatives to driving to campus alone. Through a combination of these TDM measures, LMU would reduce both intersection impacts to less than significant levels.

LMU strongly supports student, faculty and staff use of public transportation and, specifically, use of the several local bus lines that run along Lincoln Boulevard and serve the campus. Lincoln Boulevard is being considered as a future location for the Metro Green Line extension, and as a show of its full support for this proposal, LMU would offer to provide a location for a Green Line stop near the LMU entrance on Lincoln Boulevard if the Green Line extension is implemented.
How would parking be monitored to ensure that a sufficient number of parking spaces are provided on campus as the Master Plan Project is constructed?

The traffic study prepared as part of the Draft EIR also analyzed the parking demand that would be generated by increasing the number of students (from existing conditions to the 7,800 full-time equivalent student cap), faculty and staff on campus as part of the Master Plan Project. The traffic study determined that to meet the increase in demand, an additional 609 parking spaces would need to be provided by the time of full build-out of the Master Plan Project, increasing the existing supply from 4,133 parking spaces to 4,742 parking spaces. With construction of these additional 609 parking spaces, parking impacts would be less than significant.

LMU would be required, both by the Draft EIR and by the proposed Specific Plan (please see the “Draft EIR Summary and Key Points” fact sheet for more information about the proposed Specific Plan), to add parking spaces in phases as the campus population increases, to ensure that there is sufficient parking on campus throughout construction of the proposed Master Plan Project. The Specific Plan specifies the exact number of parking spaces that LMU would be required to provide with each incremental increase in the campus’ population.

To ensure compliance with these parking requirements, LMU is required by the Specific Plan to provide an annual report to the Department of Building and Safety, due by October 1 of each year, that certifies the number of full-time equivalent students, faculty and staff enrolled or working on campus for that academic year. As part of this report, LMU would also be required to provide parking plans showing that the campus provides the number of parking spaces required by the Specific Plan. If LMU does not provide this annual report by October 1, or if LMU cannot show that the campus provides the number of parking spaces required, the Department of Building and Safety would be prohibited from issuing LMU a building permit for any future buildings on campus.

Where will construction workers park while the Master Plan Project is being built?

Construction workers would be required to park at designated off-site locations during construction of the Master Plan Project, and LMU would be required to provide a shuttle to transport workers to and from campus. Construction workers would be prohibited from parking on residential streets.

LMU also would have a construction liaison in place to ensure that all community comments are responded to quickly and efficiently, and information signs would be posted at the entrance to each construction site that provides a telephone number to call and receive information, or report complaints. LMU is committed to working with the community to minimize any impacts resulting from construction of the proposed Master Plan Project.