DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: Thursday, November 16, 2023
Time: After 8:30 a.m.*
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting cpc@lacity.org.

Public Hearing: August 22, 2023
Appeal Status: Density Bonus Off-menu incentives are not further appealable. Density Bonus On-menu incentives, Conditional Use, and Site Plan Review are appealable to City Council.

Expiration Date: November 19, 2023
Multiple Approval: Yes

Case No.: CPC-2021-10706-CU-DB-SPR-HCA
CEQA No.: ENV-2021-10707-CE
Incidental Cases: N/A
Related Cases: N/A
Council No.: 2 – Krekorian
Community Plan Area: North Hollywood – Valley Village
Specific Plan: N/A
Certified NC: NoHo
Zone: C4-1-CA & [Q]R3-1

Applicant: Alan Kleinman, NoHo Properties, LLC

Representative: Athena Novak, AHN & Associates

PROJECT LOCATION: **5000, 5004, 5006, 5010 Vineland Avenue and 10950 Hesby Street**

PROPOSED PROJECT: The proposed project involves the demolition of a truck rental facility and an auto repair shop and the construction of a new approximately 123,918 square foot, seven-story, 78 feet and six (6) inches in height, mixed-use residential building containing 139 residential units, including 19 units set aside for Very Low Income Households, as well as approximately 2,855 square feet of commercial space on the ground floor. The project will provide 126 vehicle parking spaces within one subterranean and one at-grade parking level. The project will also provide 96 long-term and 11 short-term bicycle parking spaces**.**

REQUESTED ACTIONS:

1) Pursuant to CEQA Guidelines, Section 15332, Class 32, an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 U.26, a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22 A.25;

3) Pursuant to LAMC Section 12.22 A.25, a Density Bonus to permit a housing development project consisting of 139 dwelling units, of which 19 will be set aside for Very Low Income households, and requesting the following Incentives and waivers of development standards:

   a. An on-menu incentive to permit averaging of FAR and density over two zones and to permit vehicular access from a less restrictive zone to a more restrictive zone;

   b. An off-menu incentive to permit an increase in floor area ratio (FAR) to allow a total FAR of 3.84:1 in the C4 and R3 Zones in lieu of the otherwise permitted 1.5:1 FAR in the C4 Zone and 3:1 FAR in the R3 Zone;

   c. An off-menu incentive to waive the otherwise required transitional height requirements pursuant to LAMC Section 12.21.1 in the C4 Zone;

   d. A waiver of development standards to permit an easterly side yard setback of zero feet in lieu of the otherwise required 10 feet;

   e. A waiver of development standards to permit a westerly side yard setback of zero feet in lieu of the otherwise required 10 feet;

   f. A waiver of development standards to waive the otherwise required 800 square feet of loading space; and

4) Pursuant to LAMC Section 16.05, a Site Plan Review for a project that results in an increase of 50 or more dwelling units and/or guest rooms.

RECOMMENDED ACTIONS:

1) **Determine,** that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Section, 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

2) **Approve** a Conditional Use Permit to allow a Density Bonus pursuant to LAMC Section 12.24 U.26 for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22 A.25;

3) **Approve** a Density Bonus Compliance Review, pursuant to LAMC Section 12.22 A.25, to permit a housing development project consisting of 139 dwelling units, of which 19 units will be set aside for Very Low Income households and with the following Incentives and waivers of development standards:

   a. An on-menu incentive to permit averaging of FAR and density over two zones and to permit vehicular access from a less restrictive zone to a more restrictive zone; and

   b. An off-menu incentive to permit an increase in floor area ratio (FAR) to allow a total FAR of 3.84:1 in the C4 and R3 Zones in lieu of the otherwise permitted 1.5:1 FAR in the C4 Zone and 3:1 FAR in the R3 Zone; and

   c. An off-menu incentive to waive the otherwise required transitional height requirements pursuant to LAMC Section 12.21.1 in the C4 Zone;

   d. A waiver of development standards to permit an easterly side yard setback of zero feet in lieu of the otherwise required 10 feet; and

    e. A waiver of development standards to permit a westerly side yard setback of zero feet in lieu of the otherwise required 10 feet; and

    f. A waiver of development standards to waive the otherwise required 800 square feet of loading space;

4) **Approve** a Site Plan Review, pursuant to LAMC Section 16.05, for a project that results in an increase of 50 or more dwelling units and/or guest rooms;

5) **Adopt** the attached Conditions of Approval; and

6) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

More Song
City Planner

Stephanie Escobar

Stephanie Escobar
City Planning Associate

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project involves the demolition of a truck rental facility and an auto repair shop and the construction of a new approximately 123,918 square foot, seven-story, 78 feet and six (6) inches in height, mixed-use residential building containing 139 residential units, including 19 units set aside for Very Low Income Households, as well as approximately 2,855 square feet of commercial space on the ground floor. The project will provide 126 vehicle parking spaces within one subterranean and one at-grade parking level. The project will also provide 96 long-term and 11 short-term bicycle parking spaces.

Figure 1: Rendering of the proposed project.

The ground floor features two (2) commercial tenant spaces along Vineland Avenue. The ground floor amenities include two (2) lobby spaces, two (2) manager office spaces, bathroom, Fedex storage room, vehicle parking garage and bicycle parking. The second floor features a pool and spa, gym, computer room, club house, common open space, and residential units. The third floor houses residential units and one (1) recreation room. The fourth floor features two common open space areas totaling approximately 1,275 square feet and residential units. Floors levels five through seven contain a mix of residential units. There are also two roof decks located on the seventh floor. The fourth floor to the seventh floor of the building consist of only residential units. The roof deck of the proposed project includes two common spaces for residents totaling 4,750 square feet of roof deck common open space.

The project's floor area will include 2,855 square feet of retail uses, 916 square feet of lobby, 2,225 square feet in gym and pool house uses, 15,981 square feet of open space, 2,029 square feet of landscaped areas, 93,354 square feet of residential uses and 611 square feet in recreation room space.

The project provides 126 total parking spaces, with 114 residential spaces and 12 commercial spaces. The building includes parking within one subterranean parking garage and one at grade parking garage. Parking can be accessed from an ingress driveway along Hesby Street for the ground level parking, with an egress driveway along Morrison Street, and an additional ingress/egress driveway along Hesby Street for the subterranean parking level.

Figure 2: Rendering view of the proposed project along Vineland Avenue.

The project provides a total of 15,981 square feet of open space, including indoor and outdoor amenities for residents. The project provides 3,350 square feet of private balconies, 1,625 square feet of covered pool house, 600 square feet of gym space, and approximately 10,010 square feet of common open space including a 4,750 square foot open to sky roof deck. Additionally, the project will provide a total of 44 trees throughout the project which is 10 trees more than the required 34 trees.

PROJECT BACKGROUND

Project Site

The subject property is a rectangular-shaped site comprised of four (4) parcels, totaling 33,953 square feet. The property has street frontages of approximately 275 feet along Vineland Avenue, 109 feet along Hesby Street, and 109 feet and seven (7) inches along Morrison Street. The site is currently improved with a truck rental facility and an auto repair shop (see Figure 3 below). The property does not contain any existing residential housing units.

Figure 3: Aerial view of the subject site.

General Plan Land Use Designation and Zoning

The project site is located within the North Hollywood - Valley Village Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Community Commercial land uses with corresponding zones of CR, C1, C1.5, C2, C4, RAS3, RAS4, P and PB. The project site is zoned C4-1-CA and [Q]R3-1 (as shown in Figure 4 below) and is thus consistent with the existing land use designation. The subject property has approximately 33,653 square feet of buildable area including half of the existing alleyway in the C4-1-CA zone and 825 square feet in the [Q]R3-1 zone. The C4-1-CA zone limits the project's density to one (1) dwelling unit per 400 square feet of lot area and the [Q]R3-1 limits the density to one (1) dwelling unit per 800 square feet of lot area. Additionally, the Floor Area Ratio (Ratio) permitted in the C4 Zone is 1.5 to 1 and 3 to 1 in the R3 Zone.

The subject site is located within a Transit Priority Area in the City of Los Angeles. The subject site is also located within an Urban Agriculture Incentive Zone, Liquefaction Zone, and is located within 2.959 km from the Hollywood Fault.

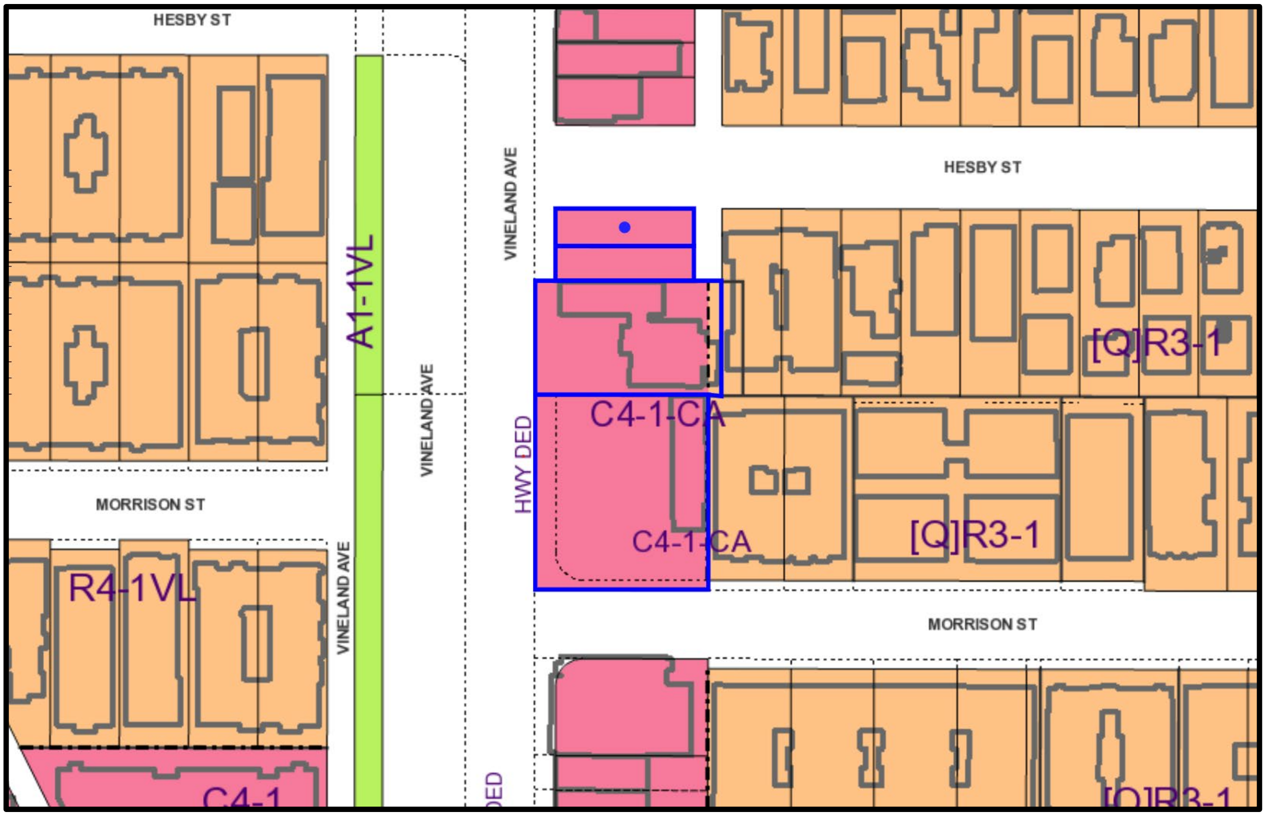

Figure 4: ZIMAS Zoning Map of the subject site.

Surrounding Properties

The surrounding area consists of multi-story medium-density residential housing developments and commercial uses. Properties to the north, across Hesby Street, are zoned C4-1-CA with a land use designation of Community Commercial and developed with a one and two-story commercial uses including a pet store and a doggie daycare facility. Properties to the east, abutting the subject, are zoned [Q]R3-1 with a land use designation of Medium Residential and developed with medium residential housing including a multi-story apartment building abutting the subject property. Properties to the south, across Morrison Street, are zoned C4-1-CA with a land use designation of Community Commercial and developed with one- and two-story commercial uses and one-story residential structures. Properties to the west, across Vineland Avenue, are zoned R4-1VL with a land use designation of High Medium Residential and developed with multiple multi-story apartment complexes.

Streets

<u>Vineland Avenue</u>, adjoining the Property to the west, is a designated Boulevard II, dedicated twitch an approximately 110 foot right-of-way.

<u>Hesby Street</u>, adjoining the property to the north, is designated as a Local Street - Standard, dedicated with a 60 foot right-of-way.

<u>Morrison Street</u>, adjoining the property to the south, is designated as a Collector street, dedicated with a 66 foot right-of-way.

REQUESTED ENTITLEMENTS

1) Pursuant to CEQA Guidelines, Section 15332, Class 32, an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 U.26, a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22 A.25; and

3) Pursuant to LAMC Section 12.22 A.25, a Density Bonus to permit a housing development project consisting of 139 dwelling units, of which 19 will be set aside for Very Low Income households, requesting the following Incentives and waivers of development standards:

    a. An off-menu incentive to permit an increase in floor area ratio (FAR) to allow a total FAR of 3.84:1 in the C4 and R3 Zones in lieu of the otherwise permitted 1.5:1 FAR in the C4 Zone and 3:1 FAR in the R3 Zone; and

    b. An off-menu incentive to waive the otherwise required transitional height requirements pursuant to LAMC Section 12.21.1 in the C4 Zone;

    c. An on-menu incentive to permit averaging of FAR and density over two zones and to permit vehicular access from a less restrictive zone to a more restrictive zone; and

    d. A waiver of development standards to permit an easterly side yard setback of zero feet in lieu of the otherwise required 10 feet; and

    e. A waiver of development standards to permit a westerly side yard setback of zero) feet in lieu of the otherwise required 10 feet; and

    f. A waiver of development standards to waive the otherwise required 800 square feet of loading space;

4) Pursuant to LAMC Section 16.05, a Site Plan Review for a project that results in an increase of 50 or more dwelling units and/or guest rooms.

Relevant Cases

Subject Property:

There are no relevant cases on the subject property.

Surrounding Properties:

The following relevant cases were identified to be within a 1,000-foot radius of the project site and filed within the past 10 years:

Case No. CPC-2020-6950-GPA-VZC-HD-ZAA-CU-CUB-SPR: The proposed project included the demolition of commercial buildings and surface parking lots and the construction of a hotel. Subsequently, the project was appealed on June 22, 2022.

Case No. DIR-2017-647-DB: On September 12, 2017, the Director of Planning approved a five-story mixed-use building with one level subterranean garage located at 4884 North Lankershim Boulevard.

Case No. DIR-2015-3499-DB-SPR: On July 11, 2016, the Director of Planning approved the construction of a new 154,761 square foot, five-story, 56-foot high apartment building containing 144 residential dwelling units, located at 11009-11019 Ostego Street, 11002-11014 ½ Hartsook Street.

Density Bonus / Affordable Housing Incentive Program

In accordance with California Government Code Section 65915 and LAMC Section 12.22-A,25, in exchange for setting aside a minimum percentage of the project's units for affordable housing, the project is eligible for a density bonus, reduction in parking, and incentives allowing for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

The subject property is zoned C4-1-CA and [Q]R3-1 with approximately 33,653 square feet of buildable area including half of the existing alleyway in the C4-1-CA zone and 825 square feet in the [Q]R3-1 zone. The C4-1-CA zone limits the project's density to one (1) dwelling unit per 400 square feet of lot area and the [Q]R3-1 limits the density to one (1) dwelling unit per 800 square feet of lot area. The subject property has a total lor area of 33,953 square feet and as such, the permitted base density on the subject property is 86 units. [1] In exchange for reserving a portion of the units for affordable housing, the applicant is entitled to a maximum 35 percent density bonus by-right. The applicant is seeking an additional 27.5 percent density bonus (or a total of a 62.5 percent density bonus) through a Conditional Use to allow for the proposed 139 dwelling units to be built on the site.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds the percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35 percent would extend the existing set-aside charts located in Section 12.22 A.25 of the LAMC. Section 12.24 U.26 of the LAMC, which implements this provision of State law, states that a project may be granted a Conditional Use Permit for additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, Table 1 below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one [1] percent of Very Low Income units provided), based on the base density and the chart prescribed in LAMC Section 12.22 A.25.

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[1] Assembly Bill 2501 clarifies that density calculations that result in a fractional number are to be rounded up to the next whole number. This applies to base density, number of bonus units, and number of affordable units required to be eligible for the density bonus.

Table 1: Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	Maximum Density Bonus Permitted (Based on Base Density)
*5 %**	*20 %**
*6 %**	*22.5 %**
*7 %**	*25 %**
*8 %**	*27.5 %**
*9 %**	*30 %**
*10 %**	*32.5 %**
*11 %**	*35 %**
19%	55%
20%	57.5%
21%	60%
22%	62.5%
23%	65%

**Existing set-aside chart as listed in Section 12.22 A.25 of the LAMC*

For the subject property, a 35 percent by-right density bonus would allow for 117 units (equal to an increase of 30 units beyond the base density of 86 units) to be constructed on the project site. As illustrated in Table 1 above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or 11 units, for Very Low Income Households. The applicant is seeking an additional 27.5 percent density bonus (for a total density bonus of 62.5 percent above the base density) through a Conditional Use to allow for a total of 139 dwelling units, representing an increase of 22 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the requested 62.5 percent density bonus, as shown in Table 1, the project must set aside at least 22 percent of the base density, equal to 19 units, for Very Low Income units. The project will provide 19 units for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in 139 units and the Conditional Use request results in an additional 22 units for a total of 139 dwelling units with 19 affordable units.

Incentives

Pursuant to the LAMC and Government Code Section 65915, the applicant is entitled to three Incentives, in exchange for reserving at least 15 percent of the base density for affordable households. The proposed project will set aside 19 units, equal to 22 percent of the base number of units, for affordable households. Accordingly, the applicant has requested three (3) Incentives:

1. **Averaging of FAR and Density and Vehicular Access (On-Menu) –** The subject property is zoned C4-1-CA and [Q]R3-1 with two different FAR, density, and vehicular access limitations. Thus, pursuant to LAMC Section 12.22-A,25 the applicant is requesting an On-Menu Incentive to allow the averaging of FAR and density across two zones and permit vehicular access from a less restrictive zone to a more restrictive zone.

2. **Floor Area Increase (Off-Menu) -** The subject property is zoned C4-1-CA and [Q]R3-1. The C4 Zone limits the FAR of the property to 1.5 to1 and the R3 Zone limits the property to an FAR of 3 to 1. Thus, Pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu incentive to allow a FAR increase from 1.5:1 and 3:1 to 3.84:1 to allow 123,918 square feet in floor area.

3. **Waive Transitional Height Requirements (Off-Menu) –** The subject property is zoned C4-1-CA and [Q]R3-1 within 100 feet from an A1 Zone. Pursuant to LAMC Section 12.21.1.A.10 the project is required to comply with transitional height requirements due to its proximity to

the A1 zone. The transitional height requirements set forth in LAMC Section 12.21.1.A.10 limit the proposed project to a maximum height of 61 feet. Thus, pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu Incentive to waive the transitional height requirements and allow a maximum height of 78 feet and six (6) inches in lieu of the otherwise required 61 feet,

Waiver of Development Standards

Per California Government Code Section 65915(e)(1) and Section 12.22 A.25(g) of the LAMC, a Housing Development Project may also request other “waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria…at the densities or with the concessions or incentives permitted under [State Density Bonus Law]”. In addition to the Off-Menu Incentives, the project has requested three (3) Waivers of Development Standards, as follows:

1. **Reduced Easterly Side Yard -** A waiver of development standard to permit zero feet in easterly side yard setback in lieu of the required 10' side yard setback pursuant to LAMC 12.11-C,3.

2. **Reduced Westerly Yard -** A waiver of development standard to permit zero foot westerly side yard setback in lieu of the required 10-foot side yard setback pursuant to LAMC 12.11-C,3.

3. **Waive Loading Space Requirements** – A waiver of development standard to allow the proposed project to not provide a loading space in lieu of the otherwise require 800 square foot loading space area.

The subject property was formerly developed with one (1) single family home existed on the subject property that was demolished in the year 2020 therefore, the property has been vacant for the past three (3) years as reported by the Los Angeles Housing Department. Pursuant to the Housing Crisis Act of 2019 Replacement Unit Determination dated July 27, 2023, the Los Angeles Housing Department (LAHD) has determined that one (1) unit needs to be replaced restricted to Very Low Income Households. The proposed project will be required to comply with this determination and any additional requirements of LAHD.

PUBLIC HEARING

A public hearing on this matter with the Hearing Officer virtually via zoom meeting on Tuesday, August 22, 2023. Comments from the public hearing are documented in Public Hearing and Communications, Page P-1.

Professional Volunteer Program

The proposed project was reviewed by the Urban Design Studio’s Professional Volunteer Program (PVP) on April 7, 2023. The comments received are discussed in the following section “Project Considerations.”

PROJECT CONSIDERATIONS

The proposed project was initially filed with a different design which did not include commercial ground floor space. As a result of discussions and collaboration with the community, the project team changed the design of the project by introducing commercial ground floor area as requested by the neighborhood council and the LA City Urban Design Studio. Furthermore, the applicant also made revisions recommended by the Urban Design Studio’s Professional Volunteer Program, by removing a row of proposed parking and increasing the initially proposed 1,410 square feet of commercial space to 2,855 square feet of commercial space. The applicant also added manager offices with glass exterior to the corner of Vineland on the first floor and also added more windows to the bike storage area to invite more light into the building. Additionally, the applicant also reduced the proposed width of the driveways from 28 feet to 19 feet and 16 feet. The applicant also worked with Urban Forestry to ensure tree removal was processed and analyzed correctly.

Figure 5: Corner view rendering of the proposed project.

CONCLUSION

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, find that the project is categorically exempt from CEQA. Staff also recommends that the City Planning Commission approve the Density Bonus incentives and waivers of development standards and the Conditional Use for a 62 percent density bonus, thereby approving the project as proposed. The project will result in 139 net new housing units and will not demolish any existing housing. The approval of the density bonus, conditional use, and site plan review will allow the addition of 19 Very Low Income Households, 120 market rate units, and new retail uses in a neighborhood that is characterized as walkable and rich in job opportunities which aligns with the City’s housing and economic development goals and objectives. The project is designed to enhance the public realm and activate a prominent corner in North Hollywood with retail uses that enhance the pedestrian experience (see Figure 5 above).

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22 A.25, 12.24 U.26 and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

A. Development Conditions

Density Bonus

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans dated October 23, 2023, submitted by the Applicant, stamped "Exhibit A," and /attached to the subject case file.

2. **Residential Density**. The project shall be limited to a maximum density of 151 dwelling units.

3. **Affordable Units.**

   a. A minimum of 19 units, that is at least 22 percent of the base dwelling units permitted in the C4-1-CA and [Q]R3-1 Zones, shall be reserved as Very Low Income Households, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2).

   b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make at least 22 percent of the site's base density units (86 units) available to Very Low Income Households, for sale or rental as determined to be affordable to such Households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of LAHD, and in consideration of the project's SB 8 Determination, dated July 27, 2023. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination for more information.

5. **Housing Replacement.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD), and in compliance with LAHD's July 27, 2023, SB 8 Determination Letter. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination for more information.

On-site Restricted Affordable Units may be used to satisfy the Housing Replacement units required pursuant to SB 8 provided such units meet the income levels, to the satisfaction of LAHD.

6. **Incentives.**

   a. **Floor Area**. The project shall be permitted an off-menu incentive to permit an increase in floor area ratio (FAR) to allow a total FAR of 3.84:1 in the C4 and R3 zones in lieu of the otherwise permitted 1.5:1 FAR in the C4 Zone and 3:1 FAR in the R3 Zone; and

   b. **Waived Transitional Height.** The project shall be permitted an off-menu incentive to waive the otherwise required transitional height requirements pursuant to 12.21.1 in the C4-1-CA Zone,.

   c. **Averaging of FAR, Density, and Vehicular Access.** The project shall be permitted an on-menu incentive to allow averaging of FAR and density over two zones and to permit vehicular access from a less restrictive zone to a more restrictive zone.

2. **Waivers of Development Standards.**

   a. **Easterly Side Yard Setback.** The project shall be permitted a waiver of development standards to permit an easterly side yard setback of zero feet in lieu of the otherwise required 10 feet; and

   b. **Westerly Side Yard Setback.** The project shall be permitted a waiver of development standards to permit a westerly side yard setback of five (5) feet in lieu of the otherwise required 10 feet; and

   c. **Waived Loading Space.** The project shall be permitted a waiver of development standards to waive the loading space requirement in lieu of the otherwise required 800 square foot loading space area,

<u>Site Plan Review</u>

3. **Parking**.

   a. **AB 2097**. The project shall not be required to provide any minimum vehicle parking, consistent with AB 2097. The applicant may choose to provide a greater amount of vehicle parking.

   b. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by LAHD.

   c. **Bicycle Parking**. Bicycle parking shall be provided consistent with LAMC Section <u>12.21 A.16.</u>

4. **Street Trees:** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units). Per Exhibit A and 12.21.G.3, a total of 44 street trees shall be provided or maintained to the satisfaction of the Urban Forestry Division.

5. **Landscaping:**

   a. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.

   b. **Tree Wells.**

      i. The minimum depth of tree wells on the rooftop or any other location where planters are used shall be as follows:

         (1) Minimum depth for trees shall be 42 inches.

         (2) Minimum depth for shrubs shall be 30 inches.

         (3) Minimum depth for herbaceous plantings and ground cover shall be 18 inches.

         (4) Minimum depth for an extensive green roof shall be 3 inches.

      ii. The minimum amount of soil volume for tree wells on the rooftop or any other location where planters are used shall be based on the size of the tree at maturity:

         (1) 600 cubic feet for a small tree (less than 25 feet tall at maturity).

         (2) 900 cubic feet for a medium tree (25-40 feet tall at maturity).

         (3) 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

6. **Circulation.** The applicant shall submit a parking and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval.

7. **Solar.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.04.211 and 99.05.211, to the satisfaction of the Department of Building and Safety.

8. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

9. **Materials**. All building façades shall utilize a minimum of two different materials. Windows, doors, balcony railings, decorative features (such as light fixtures, planters, etc.), and perimeter walls (e.g. walls along a street that are not a part of the building) are excluded from meeting this requirement.

10. **Mechanical Equipment**. All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard or Vine Street side yard, shall be screened with landscaping and/or materials consistent with the building façade on all exposed sides (those not adjacent to a building wall).

11. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

12. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

13. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

B. <u>Administrative Conditions</u>

21. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff “Final Plans”. A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

22. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval attached herein as a cover sheet and shall include any modifications or notations required herein.

23. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

24. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission’s or Director’s opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

25. **Approvals, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

26. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

27. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

28. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

29. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

30. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

31. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

32. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

33. **Indemnification and Reimbursement of Litigation Costs.**

    Applicant shall do all of the following:

    a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

    b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

    c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

FINDINGS

Density Bonus/Affordable Housing Incentives Compliance Findings

1. **Pursuant to Section 12.22 of the LAMC and Section 65915 of the California Government Code, the City shall approve a density bonus and requested incentive(s) unless it finds that:**

   a. The Incentive(s) does not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

   The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

   The project substantially complies with the applicable regulations, standards, and provisions of the State Density Bonus Program. The project includes 22 percent of the project's base density as Very Low Income restricted affordable units, for a total 19 residential units. No substantial evidence has been entered into the record indicating that any of the requested Off-Menu Incentives do not result in identifiable and actual cost reductions to provide for the project's affordable housing costs (as defined in California Health and Safety Code Sections 50052.5 or 50053) and/or accommodate the restricted very low income unit rents.

   In exchange for providing at least 15 percent of the base density for Very Low Income Households, the applicant is entitled to three (3) incentives under both Government Code Section 65915 and the LAMC. The request for FAR increase, waive transitional height requirements, and averaging of FAR and density and allowing vehicular access from a less restrictive zone to a more restrictive zone qualify as requested Incentives. The remaining requests to allow for reduction in side yard setbacks and waived loading space requirements are waivers of development.

   <u>Averaging of FAR and Density and Vehicular Access</u>

   The subject property is zoned C4-1-CA and [Q]R3-1 with two different FAR and density requirements as well as vehicular access limitations. Thus, pursuant to LAMC Section 12.22.A,25 the applicant is requesting an On-Menu Incentive to allow the averaging of FAR and density across two zones and permit vehicular access from a less restrictive zone to a more restrictive zone. Granting of the incentive would result in a building design and construction efficiencies that provide for or reduce affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentive supports the applicant's decision to set aside a minimum 19 dwelling units for Very Low Income Households for 55 years.

   Therefore, the On-Menu incentive to allow averaging of FAR and density and allow vehicular access across two zones is necessary to provide for affordable housing costs.

Floor Area Ratio

The subject property is zoned C4-1-CA and [Q]R3-1. The C4 Zone limits the FAR of the property to 1.5 to1 and the R3 Zone limits the property to an FAR of 3 to 1. Thus, pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu incentive to allow a FAR increase from 1.5:1 and 3:1 to 3.84:1 to allow 123,918 square feet in floor area.

The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units and retail space at the ground level. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. The increased floor area allows certain fixed development costs to be spread out over more floor area resulting in a lower per-square-foot development cost. In addition, the additional floor area allows the construction of additional market rate floor area whose rents will support the operational costs of the affordable units. This Incentive supports the applicant's decision to set aside a minimum 19 dwelling units for Very Low Income Households for 55 years.

Waived Transitional Height

The subject property is zoned C4-1-CA and [Q]R3-1 within 100 feet from an A1 Zone. Pursuant to LAMC Section 12.21.1.A.10 the project is required to comply with transitional height requirements due to it's proximity to the A1 zone. The transitional height requirements set forth in LAMC Section 12.21.1.A.10 limit the proposed project to a maximum height of 61 feet. Thus, pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu Incentive to waive the transitional height requirements and allow a maximum height of 78 feet and six (6) inches in lieu of the otherwise required 61 feet.

The requested incentive to allow waived transitional height requirements will allow for the construction of affordable units and retail space within a zone that allows for such uses. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs ; it enables the developer to be able to utilize the sites full potential so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased through the increased height from 61 maximum feet to 78 feet and six (6) inches in height. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentive supports the applicant's decision to set aside a minimum 19 dwelling units for Very Low Income Households for 55 years.

b. The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)

A project that provides at least 5 percent of its base density for Very Low Income Households may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Easterly Side Yard Setbacks

Pursuant to LAMC Section 12.11-C,3 the project is required to provide 10-foot side yard setbacks. The project has requested to provide a zero-foot easterly side yard. The additional 10 feet of building depth allows the project to accommodate the requested density of 139 dwelling units with 19 units set aside for Very Low Income Households and the requested floor area. Adherence to the 10-foot side yard setback would physically preclude the construction of the floor area granted in the incentives and prevent the construction of the units and floor area that currently encroach into the yard. Thus, waiver supports the applicant's decision to provide 19 units as affordable housing units reserved for Very Low Income Households.

Westerly Side Yard Setbacks

Pursuant to LAMC Section 12.11-C,3 the project is required to provide 10-foot side yard setbacks. The project has requested to provide a five (5)-foot westerly side yard. The additional 10 feet of building depth allows the project to accommodate the requested density of 139 dwelling units with 19 units set aside for Very Low Income Households and the requested floor area. Adherence to the 10-foot side yard setback would physically preclude the construction of the the floor area granted in the incentives and prevent the construction of the units and floor area that currently encroach into the yard. Thus, waiver supports the applicant's decision to provide 19 units as affordable housing units reserved for Very Low Income Households.

Waived Loading Space

Pursuant to LAMC Section 12.21.C.6 the project is required to provide a 800 square foot loading space. The project has requested to waive the imposed loading space requirements. The proposed project will provide 2,855 square feet of commercial ground floor space which does not anticipate needing a loading space as the gods could be handled through other access points in the proposed building. Additionally, adherence to the 800 square foot loading space requirement would physically preclude the construction of the project as proposed with the floor area granted in the incentives and affect the quantity of affordable households supplied by the applicant. Provision of the loading space would preclude the construction of the units and floor area that currently are proposed in that space. Thus, waiver supports the applicant's decision to provide 19 units as affordable housing units reserved for Very Low Income Households

c. ***The Incentive(s) and/or Waivers will have a Specific Adverse Impact upon public health and safety or the physical environment or any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific adverse impact upon the public health or safety.***

There is no evidence that the proposed incentives and waivers will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Accordingly, the project will not have a significant impact on any on-site resource or any resource in the surrounding area. The property is not located on a substandard street in a Hillside area or in a Very High Fire Hazard Severity Zone, Methane Zone, or any other special hazard area; accordingly, the project will not have a specific adverse impact upon public health and safety or the physical environment. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentives and waivers, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

d. ***The Incentive(s) and/or Waivers is/are contrary to State/federal law.***

There is no substantial evidence in the record indicating that the requested Incentives and Waivers are contrary to any State or federal laws.

Conditional Use Permit Findings

3. **That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

The subject property is a rectangular-shaped site comprised of four (4) parcels, totaling 33,953 square feet. The property has street frontages of approximately 275 feet along Vineland Avenue, 109 feet along Hesby Street, and 109 feet and seven (7) inches along Morrison Street. The site is currently improved with a truck rental facility and an auto repair shop. The property does not contain any existing residential housing units.

The Conditional Use for an additional 27.5 percent density bonus (beyond the 35 percent permitted through a by-right density bonus, resulting in a total density bonus of 62.5 percent) approved herein results in an additional 22 housing units, for a total of 139 units. In exchange, the project will set aside at least 22 percent (19 units) of the base density for Very Low Income Households for a minimum of 55 years.

The proposed building reaches a height of 78-feet, and will have a Floor Area Ratio (FAR) of 3.84:1. The project includes 2,855 square feet of commercial ground floor uses and 126 parking spaces (114 residential parking spaces and 12 commercial parking spaces) within one subterranean and one at-grade parking level.

The proposed building will replace an existing truck rental facility and an auto repair shop thereby providing a function that is both essential and beneficial to the North Hollywood – Valley Village Community Plan area and the City of Los Angeles by providing 139 dwelling units including 19 Very Low Income units in a region with high demand for affordable housing and housing in general.

The proposed building will serve an essential function by providing housing including low income housing and separately that will enhance the environment by replacing an existing auto repair shop and truck rental facility wit a new and modern building with street façade transparency, active uses, and landscaping.

By redeveloping the subject site with a new mixed-use residential building with active pedestrian level uses such as retail uses and residential amenities, the project will contribute to increased eyes on the street and resident activity. Therefore, the proposed project will add a function that is beneficial to the community by providing retail amenities to the surrounding community and by increasing pedestrian safety.

Therefore, the proposed 139-unit development, will provide 120 new market rate and 19 new Very Low Income affordable housing units, and thus is performing a function, the provision of adequate housing that is affordable to households of various income levels, that is essential and beneficial to the city and the region.

4. **That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood or the public health, welfare, and safety.**

The proposed project involves the demolition of a truck rental facility and an auto repair shop and the construction of a new approximately 123,918 square foot, seven-story, 78 feet and six (6) inches in height, mixed-use residential building containing 139 residential units, including 19 units set aside for Very Low Income Households, as well as approximately 2,855 square feet of commercial space on the ground floor. The project will provide 126 vehicle parking spaces within one subterranean and one at-grade parking level. The project will also provide 96 long-term and 11 short-term bicycle parking spaces

The approval herein is for a Conditional Use to allow an additional 27.5 percent density bonus (for a total of a 62.5 percent density bonus from the base density) to allow for a total of 139 dwelling units, representing an increase of 22 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 27.5 percent density bonus, the project must set aside at least 22 percent of the base density, equal to 19 units, for Very Low Income units. The project will provide 19 units for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in 139 units and the Conditional Use request results in an additional 22 units for a total of 139 dwelling units with 19 affordable units.

The subject property is zoned C4-1-CA and [Q]R3-1. The C4 Zone limits the FAR of the property to 1.5 to1 and the R3 Zone limits the property to an FAR of 3 to 1. Thus, Pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu incentive to allow a FAR increase from 1.5:1 and 3:1 to 3.84:1 to allow 123,918 square feet in floor area. The surrounding area primarily consists of Medium Residential uses including multi-story mixed-use residential buildings and apartment complexes. Therefore, there are buildings near the subject site that are of similar size and scale to the proposed project.

The property is located within the North Hollywood – Valley Village Community Plan, a densely populated portion of the City of Los Angeles. The project site is located in an urbanized area surrounded by medium residential and commercial zones that are generally developed with a combination of commercial and residential. The subject property is not adjacent to any single-family zoned properties. Rather, it is surrounded by properties zoned for Community Commercial and Medium Residential uses. Therefore, construction of the housing development with a retail component will serve to benefit the neighborhood rather than degrade it. The façades are well-articulated and feature a prominent ground design that distinguishes it from the upper levels. The residential lobby and retail component at the ground level engage pedestrians along Vineland Avenue. Therefore, the project is compatible with the surrounding neighborhood and will not adversely affect nor degrade adjacent properties, surrounding neighborhood, or the public health, safety, or welfare.

With the exception of the requests herein, the proposed project is otherwise entirely consistent with the requirements of the underlying zone. The project's significant features, including the proposed building's use, density, height, and FAR, are permitted by the underlying zone and the provisions of Density Bonus law. The project has been thoughtfully designed to include landscaping and on-site parking.

Given the proposed project's location within the North Hollywood – Valley Village Community Plan area, along with the existing development in the immediate vicinity of the subject property and its proximity to commercial thoroughfares, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

5. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The project site is located within the Hollywood Community Plan (adopted in 1988), which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Community Commercial land uses with corresponding zones of CR, C1, C1.5, C2, C4, RAS3, RAS4, P and PB. The project site is zoned C4-1-CA and [Q]R3-1 and is thus consistent with the existing land use designation, as shown in the following zoning map of the property.

The proposed project is consistent with the following goals, objectives and policies of the Community Plan:

> Objective 3: To make provisions for housing as is required to satisfy the needs and desires of various age, income, and ethnic groups of the community, maximizing the opportunity for individual choice.
>
> Objective 3a: To encourage the preservation and enhancement of the of the varied and distinctive residential character of the community, and to preserve the stable single-family residential neighborhoods.

The proposed project protects the surrounding residential neighborhoods from encroachment by higher density residential uses by allowing for the development of a 139-unit (including 19 units reserved for Very Low Income Households), mixed-use residential building within a commercially zoned property various multi story residential buildings and close proximity to commercial uses. The project increases the housing stock and satisfies the needs and desires of all economic segments of the community by maximizing the opportunity for individual housing choice with the provision of affordable units.

The Conditional Use approved herein is for a 62.5 percent Density Bonus which allows for the construction of a mixed-use residential development with 139 dwelling units, of which 19 units are restricted for families or persons of Very Low Income, and 2,855 square feet of commercial ground floor uses. The 35 percent by-right density bonus would allow for 117 units (equal to an increase of 31 units beyond the 86 unit base density) to be constructed on the project site therefore, the density bonus request results in 117 units and the Conditional Use request results in an additional 22 units for a total of 139 dwelling units with 19 affordable units. The project's Very Low Income and market rate units satisfy both the needs of affordable housing as well as the City's need for more housing overall. The project will result in the net addition of 19 covenanted affordable dwelling units in a community in-need of more affordable housing.

The project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element. The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services.

The project supports the following goal and objective of the Framework Element:

> Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.
>
> > Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

The project enhances the quality of life for the City's existing residents by providing a modern and upgraded residential structure in an area that needs new housing supply. The increased density is compatible with the nearby surrounding area. The project is located on three streets; Vineland Avenue, Hesby Street and Morrison Street, with multiple transit options. Residents will be able to utilize transit and are within walking distance to retail, restaurants, bars, offices, hotels, fast food, and entertainment uses

The Housing Element of the General Plan (2021-2029) will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

> Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.
>
> > Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.
> >
> > > Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.
> > >
> > > Policy 1.1.6: Allocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/ housing balance, provide ample housing opportunities, and affirmatively further fair housing
> >
> > Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.
> >
> > > Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households
> >
> > Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.
> >
> > > Policy 1.3:1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Objective 2.3: Preserve, conserve and improve the quality of housing.

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.1.6: Establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing.

With the approval of the Conditional Use for a 62.5 percent density bonus the project is able to provide 139 total units, including 19 units affordable for Very Low Income Households. The additional market rate and affordable units that are allowed with the approval of the Conditional Use promote the objectives of the Housing Element by adding to the City's housing stock and contributing to the need for mixed-income housing. The project site is currently developed with a truck rental facility and an auto repair shop. The project will expand affordable rental housing (19 units) while utilizing the property to its full potential, resulting in a net gain of 139 units to the City's housing stock. It is within close proximity to various major employment and retail centers, along with several major transportation lines, thereby connecting residents to jobs, amenities, services, and transit.

The project's proposed 139 market-rate units and 19 Very Low Income units fulfill the Community Plan, Framework Element, and Housing Element goals and objectives of providing quality housing for all persons in the community, including those who otherwise might not be housed. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City.

The Mobility Element of the General Plan, also known as Mobility Plan 2035, adopted in 2016, provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

> Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
>
> Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.
>
> Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

Additionally, the project's location is one block east of Lankershim Boulevard, a commercial corridor with many commercial uses including retail, restaurants, bars, offices, hotels, fast food, and entertainment uses that are all walking distance from the proposed project. The proposed project will be walking distance from. Thus, the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT.

In addition, the project has been conditioned to comply with the electric vehicle requirements of state law. The project has also been conditioned to provide solar infrastructure. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers several applicable goals, objectives, and policies of the plans that govern land use and development in the City. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the Hollywood Los Angeles Community Plan.

In addition to the above findings set forth in Section 12.24 E of the LAMC, the City Planning Commission shall find that:

6. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan.

The City's Housing Element for 2013-2021 was adopted by the City Council on December 3, 2013 and is the City's blueprint for meeting housing and growth challenges. The Housing Element identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of City programs to create sustainable, mixed- income neighborhoods across the City. The project supports the following goals and objectives of the Housing Element:

> Goal 1: "HOUSING PRODUCTION AND PRESERVATION."
>
> > Objective 1.1: "Produce an adequate supply of rental and ownership housing in order to meet current and projected needs."
>
> Goal 2: "SAFE, LIVEABLE, AND SUSTAINABLE NEIGHBORHOODS."
>
> > Objective 2.2: "Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit."

Objective 2.5: "Promote a more equitable distribution of affordable housing opportunities throughout the City."

The project proposes a new mixed-use residential and commercial development with 139 housing units, with 19 units set aside for Very Low Income households. Accordingly, the project fulfills the Housing Element goal of providing quality housing for all persons in the community. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. By providing housing in general and also affordable housing for Very Low Income households, the project directly supports the goals, objectives, and policies of the Housing Element that relate to the provision of affordable housing. Therefore, the project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan.

7. **The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application.**

The subject property is zoned C4-1-CA and [Q]R3-1 with approximately 33,653 square feet of buildable area including half of the existing alleyway in the C4-1-CA zone and 825 square feet in the [Q]R3-1 zone. The C4-1-CA zone limits the project's density to one (1) dwelling unit per 400 square feet of lot area and the [Q]R3-1 limits the density to one (1) dwelling unit per 800 square feet of lot area. The subject property has a total lor area of 33,953 square feet and as such, the permitted base density on the subject property is 86 unit

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds the percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35 percent would extend the existing set-aside charts located in Section 12.22 A.25 of the LAMC. Section 12.24 U.26 of the LAMC, which implements this provision of State law, states that a project may be granted a Conditional Use Permit for additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, Table 1 below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one [1] percent of Very Low Income units provided), based on the base density and the chart prescribed in LAMC Section 12.22 A.25.

Table 1: Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	**Maximum Density Bonus Permitted (Based on Base Density)**
*5 %**	*20 %**
*6 %**	*22.5 %**
*7 %**	*25 %**
*8 %**	*27.5 %**
*9 %**	*30 %**
*10 %**	*32.5 %**
*11 %**	*35 %**
19%	55%
20%	57.5%
21%	60%
22%	62.5%
23%	65%

**Existing set-aside chart as listed in Section 12.22 A.25 of the LAMC*

The project proposes to develop 139 units, equal to an increase of 22 units and a density bonus of 62.5 percent based on the base density on 86 units. Therefore, in order to obtain a 62.5 percent density bonus, the proposed project must set aside at least 22 percent of the base density, equal to 19 units, for Very Low Income Households. Accordingly, the project proposes to set aside 19 units for Very Low Income Households in exchange for the requested Density Bonus.

8. **The project meets any applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).**

The project proposes the demolition of an existing truck rental facility and an auto repair shop. Pursuant to the Los Angeles Housing Department Determination letter dated July 27, 2023, a single family house existed on the site in the past five (5) years and was demolished in 2020. There were no found income records found for this previous property, therefore the applicant is conditioned to provide one (1) replacement unit pursuant to LAHD requirements.

9. **The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the LAMC.**

The proposed project has been conditioned to record a covenant for affordability restriction of a period of 55 years from the issuance of the Certificate of Occupancy, to the satisfaction of the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the LAMC.

10. **The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.**

The City Planning Commission approved the Affordable Housing Incentives Guidelines (under Case No. CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by the City Council on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, LAHD monitoring requirements, affordability levels, and procedures for obtaining LAHD sign-offs for building permits.

The project will result in 139 new dwelling units, with 19 units set aside as affordable units for Very Low Income households. All residents of the proposed project will have access to all common and open space amenities within the building. The restricted units will comply with affordability requirements in the Guidelines set for the by LAHD in conformance with US Department of Housing and Urban Development (HUD). Additionally, as part of the building permit process, the applicant will execute a covenant to the satisfaction of LAHD who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

Site Plan Review Findings

2. That the project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The Los Angeles General Plan sets forth goals, objectives, and policies that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. The City’s Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. While the General Plan sets out a long-range vision and guide to future development, the 35 Community Plans provide the specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the General Plan objectives. The project site is located in the Hollywood Community Plan area and is not subjected to any applicable specific plans.

North Hollywood - Valley Village Community Plan

The project site is located within the Hollywood Community Plan (adopted in 1988), which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Community Commercial land uses with corresponding zones of CR, C1, C1.5, C2, C4, RAS3, RAS4, P and PB. The project site is zoned C4-1-CA and [Q]R3-1 and is thus consistent with the existing land use designation, as shown in the following zoning map of the property.

The proposed project is consistent with the following goals, objectives and policies of the Community Plan:

> Objective 3: To make provisions for housing as is required to satisfy the needs and desires of various age, income, and ethnic groups of the community, maximizing the opportunity for individual choice.
>
> Objective 3a: To encourage the preservation and enhancement of the of the varied and distinctive residential character of the community, and to preserve the stable single-family residential neighborhoods.

The proposed project protects the surrounding residential neighborhoods from encroachment by higher density residential uses by allowing for the development of a 139-unit (including 19 units reserved for Very Low Income Households), mixed-use residential building within a commercially zoned property various multi story residential buildings and close proximity to commercial uses. The project increases the housing stock and satisfies the needs and desires of all economic segments of the community by maximizing the opportunity for individual housing choice with the provision of affordable units.

The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

> Policy 3.4.1: Conserve existing stable residential neighborhoods and lower - intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The proposed project will result in the development of a mixed-use residential building that will provide 139 dwelling units, including 19 units reserved for Very Low Income Households, thereby contributing toward and facilitating the City's long-term housing demands and vision for a more liveable city.

Additionally, the project site is located within close proximity to multiple transit options including the following bus lines: Lankershim Boulevard and Hesby Street Metro Bus Line 224 located within 0.2 miles from the project, Lankershim Boulevard and Vineland Avenue Metro Bus Lines 501 and 224 located within 0.3 miles from the project and the Magnolia Boulevard and Vineland Avenue Metro Bus Line 94 located within 0.3 miles from the project. The numerous transit options in the area will allow future residents to reduce their single-occupancy vehicular trips.

The project site is currently occupied by a truck rental facility and an auto repair shop. The development of the site will enable the City to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts. Therefore, the proposed 139-unit residential building is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

The proposed mixed-use residential development increases the current housing stock with a residential building that will provide 139 units as well as ground floor commercial uses that will help supply the diverse economic and physical needs of residents in the North Hollywood – Valley Village Community Plan area. The project will also enhance the appearance of the surrounding neighborhood as it implements good urban design practices and aligns with the Citywide Design Guidelines such as landscaping that is visible from the street, commercial ground floor uses and street trees. The project's architecture will enhance the visual appearance of the community and it has been designed and conditioned to enhance the public realm with conditions regulating landscaping and street trees and provide a safe environment for pedestrians by enabling increased eyes on the street through the commercial uses proposed along the frontage of the property. The two driveways along Hesby Street will have a width of 19 feet and 16 feet feet and the driveway along Morrison will have a width of 16 feet. Therefore, the project is consistent with the North Hollywood – Valley Village Community Plan.

The **Housing Element** of the General Plan (2021-2019) is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

> Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.
>
> > Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Policy 1.1.6: Allocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/ housing balance, provide ample housing opportunities, and affirmatively further fair housing

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3:1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Objective 2.3: Preserve, conserve and improve the quality of housing.

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.1.6: Establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

> Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing

The proposed project implements the Housing Element by increasing the housing supply consistent with the Community Commercial land use designation. The subject site consists of auto uses and surface parking lot space. The approval of the request permits 139 units with 19 units set aside for Very Low Income Households. As such, the project would achieve the production of new housing opportunities, meeting the needs of the city, while ensuring a range of different housing types (studio, one- and two-bedroom rental units) that address the needs of the city's households. Therefore, the project is consistent with the Housing Element goals, objectives and policies of the General Plan.

The **Mobility Element** of the General Plan (Mobility Plan 2035) will not be affected by the recommended action herein. Vineland Avenue, adjoining the Property to the west, is a designated Boulevard II, dedicated twitch an approximately 110 foot right-of-way. Hesby Street, adjoining the property to the north, is designated as a Local Street - Standard, dedicated with a 60 foot right-of-way. Morrison Street, adjoining the property to the south, is designated as a Collector street, dedicated with a 66 foot right-of-way. The project as designed will support the development of these Networks and meets the following policy objectives of Mobility Plan 2035:

> Policy 2.3: Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The building includes parking within one subterranean parking garage and one at grade parking garage. Parking can be accessed from an egress driveway along Hesby Street for the ground level parking garage and an additional ingress/egress driveway along Hesby for the subterranean parking garage. Additionally, the egress driveway for the ground level parking garage is located along Morrison Street.

> Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.
>
> Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
>
> Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.
>
> Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

Additionally, the project site is located within close proximity to multiple transit options including the following bus lines: Lankershim Boulevard and Hesby Street Metro Bus Line 224 located within 0.2 miles from the project, Lankershim Boulevard and Vineland Avenue Metro Bus Lines 501 and 224 located within 0.3 miles from the project and the Magnolia Boulevard and Vineland Avenue Metro Bus Line 94 located within 0.3 miles from the project. The numerous transit options in the area will allow future residents to reduce their single-occupancy vehicular trips. The proposed project is located within close proximity to public transit which will reduce vehicular trips to and from the project, vehicle miles traveled, and will contribute to the improvement of the air quality.

In addition, the project will provide a total of 126 parking spaces in one (1) subterranean parking garage and one (1) at grade parking garage. The project will also provide bicycle parking including 94 long term and nine (9) short term residential bicycle parking as well as two (2) long term and two (2) short term commercial bicycle parking spaces.

> Policy 5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, all electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Section 99.04.106 of Article 9, Chapter IX of the LAMC to immediately accommodate electric vehicles within the parking areas.

Therefore, the project is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

The **Air Quality Element** of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the City's effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:

> Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.
>
> Objective 5.1: It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, the project shall provide a solar-ready roof in compliance with the Los Angeles Municipal Green Building Code, Section 99.04.211.1. Therefore, the project is in conformance with the goals and policies of the Air Quality Element.

Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and does not conflict with any applicable regulations or standards.

11. **The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The subject property is a rectangular-shaped site comprised of four (4) parcels, measuring 33,953 square feet. The property fronts approximately 275 feet along Vineland Avenue, feet along Hesby Street and 109 feet and seven (7) inches along Morrison Street and Hesby Street. The site is currently improved with a truck rental facility and an auto repair shop (see Figure X below). The property does not contain any existing residential housing units.

The subject property is zoned C4-1-CA and [Q]R3-1 within the North Hollywood - Valley Village Community Plan with a Community Commercial land use designation. The surrounding area consists of multi-story medium residential housing developments and commercial uses. Properties to the north, across Hesby Street, are zoned C4-1-CA with a land use designation of Community Commercial and developed with a one and two-story commercial uses including a pet store and a doggie daycare facility. Properties to the east, abutting the subject, are zoned

[Q]R3-1 with a land use designation of Medium Residential and developed with medium residential housing including a multi-story apartment building abutting the subject property. Properties to the south, across Morrison Street, are zoned C4-1-CA with a land use designation of Community Commercial and developed with one and two story commercial uses and one-story residential structures. Properties to the west, across Vineland Avenue, are zoned R4-1VL with a land use designation of High Medium Residential and developed with multiple multi-story apartment complexes.

The proposed project involves the removal of a truck rental facility and an auto repair shop and the construction of a new approximately 123,918 square foot, seven-story, 78 feet and six (6) inches in height with an FAR of 3.84:1, mixed-use residential building containing 139 residential units with 19 units set aside for Very Low Income Households. The project will also provide 2,855 square feet of commercial space on the ground floor and 126 parking spaces within one subterranean and one at-grade parking level.

The project's unit mix includes 16 studios, 82 one-bedroom units, and 41 two-bedroom units. Floors four through seven each propose a combination of studio, one-bedroom, and two-bedroom units.

The project provides 126 total parking spaces, with 114 residential spaces and 12 commercial spaces. The building includes parking within one subterranean parking garage and one at grade parking garage. Parking can be accessed from an egress driveway along Hesby Street for the ground level parking garage and an additional ingress/egress driveway along Hesby for the subterranean parking garage. Additionally, the egress driveway for the ground level parking garage is located along Morrison Street.

Height

The project is zoned C4-1-CA and [Q]R3-1. The Height District 1 allows unlimited height and stories in the C4 and R3 Zones. However, the subject property is located within 100 feet from an A1 Zone. Pursuant to LAMC Section 12.21.1.A.10 the project is required to comply with transitional height requirements due to it's proximity to the A1 zone. The transitional height requirements set forth in LAMC Section 12.21.1.A.10 limit the proposed project to a maximum height of 61 feet. Thus, pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu Incentive to waive the transitional height requirements and allow a maximum height of 78 feet and six (6) inches in lieu of the otherwise required 61 feet. The proposed height of 78 feet and six (6) inches is in compliance with the permitted height requirements under the designated zone. The building height is compatible with the existing development in the immediate surrounding area and the zoning for the surrounding area. Therefore, in conjunction with the density bonus, conditional use, and site plan review requests, and consideration of other development in the area, the project is consistent with the surrounding area.

Bulk

The subject property is zoned C4-1-CA and {Q]R3-1. The C4 Zone limits the FAR of the property to 1.5 to1 and the R3 Zone limits the property to an FAR of 3 to 1. Thus, Pursuant to LAMC Section 12.22-A,25 the applicant is requesting an Off-Menu incentive to allow a FAR increase from 1.5:1 and 3:1 to 3.84:1 to allow 123,918 square feet in floor area. As such, the project complies with the required FAR.

The bulk of the subject project is consistent with the existing development in the immediate surrounding area and with the underlying C4 and R3 Zones. Therefore, in conjunction with the density bonus, conditional use, and site plan review requests, and consideration of other development in the area, the project is consistent with the surrounding area.

Setbacks

Pursuant to LAMC Section 12.11-C,3 the project is required to provide 10-foot side yard setbacks. The project has requested a waiver of development standard to provide a zero-foot easterly side yard. The additional 10 feet of building depth allows the project to accommodate the requested density of 139 dwelling units with 19 units set aside for Very Low Income Households and the requested floor area.

Additionally, the project is required to provide 10-foot side yard setbacks. The project has requested an additional waiver of development standard to provide a five (5)-foot westerly side yard. The additional 10 feet of building depth allows the project to accommodate the requested density of 139 dwelling units with 19 units set aside for Very Low Income Households and the requested floor area.

The project has been granted a reduction in the required side yard setbacks as permitted through the Density Bonus Waivers of Development Standards and LAMC. As such, the project complies with the required setbacks.

Furthermore, the project will comply with the setback requirements for the front and rear yard setbacks which requires a five (5) foot front yard for the R3 Zone, a zero front yard for the C4 Zone and a zero foot rear yard for the C4 Zone. As such, the project is in compliance with the C4 and R3 Zones.

The setbacks of the subject project are consistent with the existing development in the immediate surrounding area and with the underlying C4 and R3 Zones. Therefore, in conjunction with the density bonus, conditional use, and site plan review requests, and consideration of other development in the area, the project is consistent with the surrounding area.

Parking

Pursuant to LAMC Section 12.22-A,25(d), Parking Option 2, the proposed project would be required 128 parking spaces. Furthermore, the applicant is requesting to utilize Parking Option 2 pursuant to LAMC Section 12.21-A,4(a), reduced parking requirements for restricted affordable units and up to 40% of required parking for restricted affordable units may be compact stalls, or for the project 128 parking spaces for the 139 dwelling units. The minimum requirement of 173 parking spaces alone would limit the ability to construct the residential dwelling units and the Restricted Affordable Units of a sufficient size.

In addition, the project will provide a total of 126 parking spaces in one (1) subterranean parking garage and one (1) at grade parking garage. The project will also provide bicycle parking including 94 long term and nine (9) short term residential bicycle parking as well as two (2) long term and two (2) short term commercial bicycle parking spaces.

The project provides 126 total parking spaces, with 114 residential spaces and 12 commercial spaces. The building includes parking within one subterranean parking garage and one at grade parking garage. Parking can be accessed from an egress driveway along Hesby Street for the ground level parking garage and an additional ingress/egress driveway along Hesby for the subterranean parking garage. Additionally, the egress driveway for the ground level parking garage is located along Morrison Street. The proposed driveways will not interrupting the commercial uses, lobby amenities, and pedestrian entrances to the building along the facade of the project. Therefore, the parking will be compatible with the existing and future developments in the area.

Lighting

Lighting is required to be provided per LAMC requirements. The project proposes security lighting will be provided to illuminate the building, entrances, walkways and parking areas. As conditioned, the project is required to provide outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The project consists of 139 total dwelling units including six 16 studio, 82 one-bedroom, and 41 two-bedroom units. The project provides a total of 15,891 square feet of open space, including indoor and outdoor amenities for residents of which 2,888 square feet of space will be landscaped, which exceeds the minimum required 773 square feet of landscaping for the outdoor common open space areas. A total of 41 new on-site trees to be accommodated throughout the project, meeting the LAMC requirement.

The project has been conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks will be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect. The planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Divisions' requirements. Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Loading/Trash Area

The project has requested relief from providing the required 800 square feet of loading space area. Residents of the building will be able to utilize the various access points to load items into the building.

The project will include on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. Additionally, the service area for trash collection is to be located in the parking garage at the ground level. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above and as depicted within the plans and elevations submitted with the instant application, the project is a seven-story mixed-use residential development, with parking on-site for residents and commercial parking spaces, lighting, landscaping, trash collection, and other pertinent improvements, that is compatible with existing and future development in the surrounding area.

12. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project consists of 139 total dwelling units including 16 studio, 82 one-bedroom, and 41 two-bedroom units, therefore pursuant to LAMC the project is required to provide 15,175 square feet of open space and exceeds this requirement by providing 15,981 square feet of open space. The project provides a total of 15,981 square feet of open space, including indoor and outdoor amenities for residents. The project provides 3,350 square feet of private balconies, 1,625 square feet of covered pool house, 600 square feet of gym space, and approximately 10,010 square feet of common open space including a 4,750 square foot open to sky roof deck. Additionally, the project will provide a total of 44 trees throughout the project which is 10 trees more than the required 34 trees.

As such, the project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

Environmental Findings

13. **Class 32 CEQA Exemption.** The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document dated November 2023 and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

14. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a flood zone.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

A public hearing for Case No. CPC-2021-10706-DB-CU-SPR-HCA was held by the Hearing Officer via teleconference on August 22, 2023, at approximately 11:00 a.m.

Attendees

The hearing was attended by representatives of the applicant and LA City Planning staff.

2. Testimony

a. Ms. Athena Novak the project's representative and multiple other members of the project team presented the project and highlighted the project design and project features in detail.

b. At the time of public testimony, no one from the public gave testimony.

c. Planning Staff and Hearing Officer, Stephanie Escobar, recognized all the work the project had to undergo prior to the Hearing Officer Hearing and also announced the City Planning Commission hearing date November 16, 2023.

Written Testimony

No written testimony has been submitted to the file.

Exhibit A - Plans

VINELAND APARTMENT

5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

NOTES

GENERAL:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS IN ACCORDANCE WITH ALL APPLICABLE CODES, ORDINANCES AND REQUIREMENTS.

2. THE CONTRACTOR SHALL VERIFY ALL FIELD DIMENSIONS AND CONDITIONS AND SHALL CALL TO THE ARCHITECT OR DESIGNER OF ANY QUESTIONS OR CONFLICT FOR RESOLUTION BEFORE PROCEEDING WITH WORK.

3. DO NOT SCALE DRAWINGS. NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. DIMENSIONS ARE SHOWN FROM FACE OF STUD OF EXISTING WALL UNLESS OTHERWISE NOTED.

4. ALL SYMBOLS AND ABBREVIATIONS USED ON THE DRAWINGS ARE CONSIDERED TO BE CONSTRUCTION STANDARDS. THE DESIGNER SHALL BE NOTIFIED FOR CLARIFICATIONS REQUIRED.

5. TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS PER SECTION 303.7

6. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION AND COORDINATION WITH OTHER TRADES OR SUB - CONTRACTORS AND THEIR WORK TO ENSURE COMPLIANCE WITH THE DRAWINGS AND SPECIFICATIONS.

7. CONTRACTOR SHALL PROVIDE ALL NECESSARY SAFETY DEVICES, TEMPORARY BARRICADES, SCAFFOLDING, LIGHTING, COVERINGS, FIRE PREVENTION AND OTHER EQUIPMENT TO PROTECT THE SAFETY OF ALL PERSONS ON THE PROPERTY THROUGHOUT THE ENTIRE PERIOD OF CONSTRUCTION.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUOUS CLEANUP OF THE SITE OF ALL DEBRIS WHETHER CREATED BY HIS WORK OR THE FAILURE OF HIS SUBCONTRACTORS TO CLEAN UP AFTER THEIR WORK.

9. ALL WORK SHALL COMPLY WITH APPLICABLE FEDERAL LAWS, STATE STATUTES, LOCAL ORDINANCES AND REGULATIONS OF AGENCIES HAVING JURISDICTION.

10. CONTRACTOR SHALL PROVIDE AND LOCATE ACCESS PANELS AS REQUIRED AFTER INSTALLATION OF PLUMBING, MECHANICAL DUCTS AND ELECTRICAL WORK.

11. INSTALL APPROVED FIRE-RATED DAMPERS WHERE DUCTS PENETRATE FIRE RATED PARTITIONS, CEILING AND FLOOR ASSEMBLIES.

12. GENERAL CONTRACTOR TO ENSURE THAT ALL PARTITIONS ARE ATTACHED OR BRACED TO STRUCTURAL MEMBERS AND/OR SLAB ABOVE AS REQUIRED TO BE SAFE AND SECURE. SUPPORT LATERALLY AND SEISMICALLY AS REQUIRED BY APPLICABLE CODES.

13. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR COMPLYING WITH THE CONSTRUCTION SAFETY ORDERS AND THE GENERAL INDUSTRIAL SAFETY ORDERS OF THE STATE DIVISION OF INDUSTRIAL SAFETY, HEALTH ADMINISTRATIONS AND SUCH OTHER AGENCIES GOVERNING THE CONTRACTORS ACTS.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND HOLD HARMLESS THE DESIGNER FOR ANY DAMAGES AND / OR PENALTY RESULTING FROM HIS FAILURE TO COMPLY WITH SAID LAWS, STATUTES, ORDINANCES AND REGULATIONS.

15. THE DESIGN ADEQUACY AND SAFETY OF ERECTION BRACING, SHORING, TEMPORARY SUPPORTS, ETC. IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND HAS NOT BEEN CONSIDERED BY THE ARCHITECT.

16. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE PRIOR TO THE APPLICATION OF ALL SHEAR WALLS, ROOF AND FLOOR DIAPHRAGMS AND FINISH MATERIALS. THE CONTRACTOR SHALL PROVIDE THE NECESSARY BRACING TO PROVIDE STABILITY PRIOR TO THE APPLICATION OF THE ABOVE LISTED MATERIALS.

17. CONTRACTOR TO PROVIDE NECESSARY MEASURES TO ADEQUATELY CONNECT
PLUMBING LINES TO EXISTING RESIDENTIAL LINES, PROVIDING A MIN. 2% SLOPE AS REQUIRED BY U.P.C. CODES AND GOVERNING CITY, COUNTY AGENCIES.
18. ALL EXTERIOR WALL OPENING, FLASHING, COUNTER FLASHING, COPINGS AND EXPANSION JOINTS SHALL BE WEATHERPROOF.

19. APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWN STREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING." (PER ORDINANCE 170.158)
(SEPARATE PLUMBING PERMIT IS REQUIRED).

20. SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS ($1,000). (R314.6.2)

21. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS ($1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)

22. ALL EXTERIOR WALL OPENING, FLASHING, COUNTER FLASHING, COPINGS AND EXPANSION JOINTS SHALL BE WEATHERPROOF.

23. SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS ($1,000). (R314.6.2)

24. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS ($1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)

Area Schedule Sort by Level

Level	Unit	Number	Area
2nd Floor Plan	UNIT 201	2-BEDROOM	736 SF
2nd Floor Plan	UNIT 202	1-BEDROOM	618 SF
2nd Floor Plan	UNIT 203	STUDIO	506 SF
2nd Floor Plan	UNIT 204	1-BEDROOM	658 SF
2nd Floor Plan	UNIT 205	STUDIO	273 SF
2nd Floor Plan	UNIT 206	1-BEDROOM	535 SF
2nd Floor Plan	UNIT 207	1-BEDROOM	625 SF
2nd Floor Plan	UNIT 208	2-BEDROOM	853 SF
2nd Floor Plan	UNIT 209	2-BEDROOM	851 SF
2nd Floor Plan	UNIT 210	1-BEDROOM	554 SF
2nd Floor Plan	UNIT 211	2-BEDROOM	992 SF
2nd Floor Plan	UNIT 212	2-BEDROOM	991 SF
2nd Floor Plan	UNIT 213	1-BEDROOM	642 SF
2nd Floor Plan	UNIT 214	1-BEDROOM	544 SF
2nd Floor Plan	UNIT 215	2-BEDROOM	931 SF
2nd Floor Plan	UNIT 216	2-BEDROOM	858 SF
2nd Floor Plan	UNIT 217	1-BEDROOM	653 SF
2nd Floor Plan	UNIT 218	1-BEDROOM	628 SF
2nd Floor Plan	UNIT 219	2-BEDROOM	759 SF
2nd Floor Plan	UNIT 220	1-BEDROOM	596 SF
2nd Floor Plan	UNIT 221	1-BEDROOM	548 SF
			14350 SF
3rd Floor Plan	UNIT 301	2-BEDROOM	733 SF
3rd Floor Plan	UNIT 302	1-BEDROOM	613 SF
3rd Floor Plan	UNIT 303	STUDIO	504 SF
3rd Floor Plan	UNIT 304	1-BEDROOM	658 SF
3rd Floor Plan	UNIT 305	STUDIO	339 SF
3rd Floor Plan	UNIT 306	1-BEDROOM	535 SF
3rd Floor Plan	UNIT 307	2-BEDROOM	858 SF
3rd Floor Plan	UNIT 308	1-BEDROOM	554 SF
3rd Floor Plan	UNIT 309	1-BEDROOM	625 SF
3rd Floor Plan	UNIT 310	2-BEDROOM	853 SF
3rd Floor Plan	UNIT 311	1-BEDROOM	715 SF
3rd Floor Plan	UNIT 312	1-BEDROOM	730 SF
3rd Floor Plan	UNIT 313	1-BEDROOM	708 SF
3rd Floor Plan	UNIT 314	1-BEDROOM	715 SF
3rd Floor Plan	UNIT 315	1-BEDROOM	730 SF
3rd Floor Plan	UNIT 316	1-BEDROOM	653 SF
3rd Floor Plan	UNIT 317	1-BEDROOM	544 SF
3rd Floor Plan	UNIT 318	2-BEDROOM	860 SF
3rd Floor Plan	UNIT 319	2-BEDROOM	855 SF
3rd Floor Plan	UNIT 320	1-BEDROOM	652 SF
3rd Floor Plan	UNIT 321	1-BEDROOM	629 SF
3rd Floor Plan	UNIT 322	2-BEDROOM	726 SF
3rd Floor Plan	UNIT 323	2-BEDROOM	859 SF
3rd Floor Plan	UNIT 324	1-BEDROOM	547 SF
			16195 SF
4th Floor Plan	UNIT 401	2-BEDROOM	733 SF
4th Floor Plan	UNIT 402	1-BEDROOM	611 SF
4th Floor Plan	UNIT 403	STUDIO	505 SF
4th Floor Plan	UNIT 404	1-BEDROOM	658 SF
4th Floor Plan	UNIT 405	STUDIO	340 SF
4th Floor Plan	UNIT 406	1-BEDROOM	535 SF
4th Floor Plan	UNIT 407	2-BEDROOM	858 SF
4th Floor Plan	UNIT 408	1-BEDROOM	554 SF
4th Floor Plan	UNIT 409	1-BEDROOM	638 SF
4th Floor Plan	UNIT 410	2-BEDROOM	853 SF
4th Floor Plan	UNIT 411	1-BEDROOM	715 SF
4th Floor Plan	UNIT 412	1-BEDROOM	730 SF
4th Floor Plan	UNIT 413	1-BEDROOM	708 SF
4th Floor Plan	UNIT 414	1-BEDROOM	716 SF
4th Floor Plan	UNIT 415	1-BEDROOM	730 SF
4th Floor Plan	UNIT 416	1-BEDROOM	653 SF
4th Floor Plan	UNIT 417	1-BEDROOM	544 SF
4th Floor Plan	UNIT 418	2-BEDROOM	860 SF
4th Floor Plan	UNIT 419	2-BEDROOM	855 SF
4th Floor Plan	UNIT 420	1-BEDROOM	652 SF
4th Floor Plan	UNIT 421	1-BEDROOM	629 SF
4th Floor Plan	UNIT 422	2-BEDROOM	725 SF
4th Floor Plan	UNIT 423	2-BEDROOM	862 SF
4th Floor Plan	UNIT 424	1-BEDROOM	547 SF
			16210 SF

TOTAL UNITS BREAKDOWN:

STUDIO	**16**
1-BEDROOM	**82**
2-BEDROOM	**41**
TOTAL	**139**

Area Schedule Sort by Level

Level	Unit	Number	Area
5th Floor Plan	UNIT 501	2-BEDROOM	739 SF
5th Floor Plan	UNIT 502	1-BEDROOM	611 SF
5th Floor Plan	UNIT 503	STUDIO	507 SF
5th Floor Plan	UNIT 504	1-BEDROOM	657 SF
5th Floor Plan	UNIT 505	STUDIO	340 SF
5th Floor Plan	UNIT 506	1-BEDROOM	535 SF
5th Floor Plan	UNIT 507	2-BEDROOM	858 SF
5th Floor Plan	UNIT 508	1-BEDROOM	554 SF
5th Floor Plan	UNIT 509	1-BEDROOM	625 SF
5th Floor Plan	UNIT 510	2-BEDROOM	853 SF
5th Floor Plan	UNIT 511	1-BEDROOM	715 SF
5th Floor Plan	UNIT 512	1-BEDROOM	730 SF
5th Floor Plan	UNIT 513	1-BEDROOM	708 SF
5th Floor Plan	UNIT 514	1-BEDROOM	715 SF
5th Floor Plan	UNIT 515	1-BEDROOM	730 SF
5th Floor Plan	UNIT 516	1-BEDROOM	653 SF
5th Floor Plan	UNIT 517	1-BEDROOM	544 SF
5th Floor Plan	UNIT 518	2-BEDROOM	870 SF
5th Floor Plan	UNIT 519	2-BEDROOM	855 SF
5th Floor Plan	UNIT 520	1-BEDROOM	651 SF
5th Floor Plan	UNIT 521	1-BEDROOM	626 SF
5th Floor Plan	UNIT 522	2-BEDROOM	718 SF
5th Floor Plan	UNIT 523	2-BEDROOM	862 SF
5th Floor Plan	UNIT 524	1-BEDROOM	552 SF
			16211 SF
6th Floor Plan	UNIT 601	STUDIO	446 SF
6th Floor Plan	UNIT 602	1-BEDROOM	561 SF
6th Floor Plan	UNIT 603	STUDIO	501 SF
6th Floor Plan	UNIT 604	1-BEDROOM	647 SF
6th Floor Plan	UNIT 605	STUDIO	340 SF
6th Floor Plan	UNIT 606	1-BEDROOM	535 SF
6th Floor Plan	UNIT 607	2-BEDROOM	851 SF
6th Floor Plan	UNIT 608	1-BEDROOM	554 SF
6th Floor Plan	UNIT 609	1-BEDROOM	625 SF
6th Floor Plan	UNIT 610	2-BEDROOM	853 SF
6th Floor Plan	UNIT 611	1-BEDROOM	709 SF
6th Floor Plan	UNIT 612	1-BEDROOM	730 SF
6th Floor Plan	UNIT 613	1-BEDROOM	759 SF
6th Floor Plan	UNIT 614	1-BEDROOM	715 SF
6th Floor Plan	UNIT 615	1-BEDROOM	730 SF
6th Floor Plan	UNIT 616	1-BEDROOM	653 SF
6th Floor Plan	UNIT 617	1-BEDROOM	544 SF
6th Floor Plan	UNIT 618	2-BEDROOM	863 SF
6th Floor Plan	UNIT 619	2-BEDROOM	847 SF
6th Floor Plan	UNIT 620	1-BEDROOM	643 SF
6th Floor Plan	UNIT 621	1-BEDROOM	585 SF
6th Floor Plan	UNIT 622	STUDIO	406 SF
6th Floor Plan	UNIT 623	2-BEDROOM	862 SF
6th Floor Plan	UNIT 624	1-BEDROOM	545 SF
			15503 SF
7th Floor Plan	UNIT 701	STUDIO	447 SF
7th Floor Plan	UNIT 702	1-BEDROOM	560 SF
7th Floor Plan	UNIT 703	STUDIO	502 SF
7th Floor Plan	UNIT 704	1-BEDROOM	647 SF
7th Floor Plan	UNIT 705	STUDIO	340 SF
7th Floor Plan	UNIT 706	1-BEDROOM	535 SF
7th Floor Plan	UNIT 707	2-BEDROOM	851 SF
7th Floor Plan	UNIT 708	1-BEDROOM	554 SF
7th Floor Plan	UNIT 709	1-BEDROOM	622 SF
7th Floor Plan	UNIT 710	2-BEDROOM	851 SF
7th Floor Plan	UNIT 711	2-BEDROOM	1126 SF
7th Floor Plan	UNIT 712	1-BEDROOM	708 SF
7th Floor Plan	UNIT 713	2-BEDROOM	1125 SF
7th Floor Plan	UNIT 714	1-BEDROOM	653 SF
7th Floor Plan	UNIT 715	1-BEDROOM	544 SF
7th Floor Plan	UNIT 716	2-BEDROOM	931 SF
7th Floor Plan	UNIT 717	2-BEDROOM	847 SF
7th Floor Plan	UNIT 718	1-BEDROOM	643 SF
7th Floor Plan	UNIT 719	1-BEDROOM	584 SF
7th Floor Plan	UNIT 721	2-BEDROOM	862 SF
7th Floor Plan	UNIT 722	1-BEDROOM	547 SF
7th Floor Plan	UNT 720	STUDIO	407 SF
			14886 SF
Grand total: 139			93354 SF

PROJECT INFORMATION

PROJECT SITE ADDRESS 5000 VINELAND AVE LOS ANGELES CA 91601

LEGAL DESCRIPTION

PARCEL 1	PARCEL 2	PARCEL 3	PARCEL4
(APN) : 2419004024 LOT FR186 BLOCK : NONE TRACT: LANKERSHIM D LAND AND WATER CO.	(APN) : 2419004024 LOT FR169 ARB2 BLOCK: NONE TRACT: LANKERSHIM D LAND AND WATER CO.	(APN) : 2419004001 LOT 17 BLOCK: NONE TRACT: TR 7274	(APN) : 2419004001 LOT 16 BLOCK: NONE TRACT: TR7274

PROJECT TYPE:

USE:	NEW 139 - UNITS APARTMENT BUILDING & COMMERCIAL (RETAIL)
ZONING:	C4-1-CA & [Q] R3-1
LOT / PARCEL AREA:	**[Q] R3-1:** 825 s.f **C4-1-CA:** 11,142.8 + 2,751.6 +2,501.4 + 17,557.9 = 33,128 s.f
OCCUPANCY GROUP:	S-2 & R-2
NUMBER OF STORIES PER ZONING :	1 STORY SUBTERRANEAN GARAGE + 7 STORIES
NUMBER OF STORIES PER BUILDING CODE :	1 STORY SUBTERRANEAN (S-2)+7 STORIES 1 STORY (S-2) BASEMENT+1 STORY (S-2) +6 STORIES (R-2)= 7 STORY BUILDING (510.2)
TYPE OF CONSTRUCTION:	TYPE III-A & IA(APARTMENTS) & TYPE I-A (APARTMENTS&PARKING GARAGE)
SPRINKLERED:	YES, FULLY SPRINKLERED THROUGHOUT NFPA13
FIRE ALARM:	FIRE ALARM SHALL BE PROVIDED THROUGHOUT THE BUILDING
TOTAL PROJECT UNITS:	139 UNITS (41x2BED + 82x1BED + 16xSTUDIO)
BUILDABLE AREA:	**C4-1-CA** 33,128 s.f. **[Q] R3-1** 362 s.f 33,128 + 362 = 33,490 s.f. SEE SHEET A3.17
FIRE ALARM PER NFPA 72:	SEE 907-2-9 YES
STANDPIPE:	CLASS III (CBC 905)

SCOPE OF THE WORK:

New 7-story, 139-unit (19 VLI Units) mixed-use affordable housing project with 5-levels of Type IIIA apartments over 1-level of Type IA apartments, over 1-level Type IA parking, retail and residential lobby spaces over 1-level parking basement using 12.22.A.25 incentives.

DENSITY BONUS :(OFF MENU)

PARKING RESIDENTIAL:

REQUIERED EV PARKING: 30 % OF TOTAL PARKING = 124 X %30 = 38 SPACES
PROVIDED EV PARKING = 34 SPACES +4 SPACES WITH EV STATION = 38 SPACES

H/C PARKING= 139X 2%= 3
6 H/C PARKING PROVIDED

		1 SPACE FOR 1-BEDROOM AND STUDIO	**2 SPACE FOR 2-BEDROOM UNITS**	ACCESSIBLE	STANDARD	COMPACT	TOTAL
REQUIRED	Density Bonus per (12.22.A.25 (d)(1))	**98 X 1 = 98 SPACES**	**41 X 2 = 82 SPACES**	3	136	48	180
PROVIDED				8	50	56	**114**

TOTAL REQUIRED PARKING =180 X 10% (10% PARKING REDUCTION PER BICYCLE ORDINANCE) = 162 SPACES

PARKING COMMERCIAL:

REQUIERED PARKING: ONE FOR EACH 250 S.F.
PROVIDED COMMERCIAL AREA: 2,855 S.F.
2855 / 250 = 11.5 = 12 (REQUIERED PARKING) PROVIDED (6 STANDARD +4COMPACT +2 ACCESSIBLE)=12

TOTAL REQUIERED PARKING: 153(REQUIERED RESIDENTAL PARKING AFTER REDUCTION) +12 (REQUIERED COMMERCIAL PARKING) =165 PARKING SPACES
TOTAL PROVIDED PARKING : 114 RESIDENTIAL + 12 COMMERCIAL = 126 PARKING SPACES

FAR (C4-1-CA)

ALLOWABLE FAR

ALLOWABLE FAR
1.5 : 1
31,128 SQFT x 1.5 = 49,692

TOTAL ALLOWABLE
50,778 SQFT

TOTAL PROVIDED
123,918.04 SQFT

SEE SHEETS A3.13 AND A3.14 FOR AREA BREAKDOWN

SCHOOL FEE =(FAR AREA+ STAIRS AND SHAFTS +EXTERIOR WALL) = 127,330.79 SQFT

FAR ([Q] R3-1)

ALLOWABLE FAR
3 : 1
362 SQFT x 3 = 1,086

DENSITY

	ALLOWABLE DENSITY	TOTAL
(C4-1-CA)	LOT AREA+1/2 OF ALLEY/400=33,653 S.F./400=84.1	85
([Q] R3-1)	825 S.F. / 1,200 = 0.69	1
	TOTAL	86

PROJECT DENSITY
139 UNITS (120 MARKET UNITS &19 VLI UNITS) (22% VLI) 61.5% AND DESINTY INCREASE

REQUIRED

C4-1-CA ZONE

SETBACKS	**FRONT**	**SIDE**	**SIDE**	**FRONT**
	0	**10'-0"**	**10'-0"**	**0**

SETBACKS	**FRONT**	**SIDE**	**SIDE**	**REAR**
	0	**5'-0"**	**0'-0"**	**0**

[Q] R3-1 ZONE

SETBACKS	**FRONT**	**SIDE**	**SIDE**	**REAR**
	5'-0"	**5'-0"**	**5'-0"**	**N/A**

SETBACKS	**FRONT**	**SIDE**	**SIDE**	**REAR**
	5'-0"	**5'-0"**	**5'-0"**	**N/A**

OFF-MENU INCENTIVES:

INCENTIVE #1	**FAR INCREASE TO ALLOW 3.84:1 IN LIEU OF THE 1.5:1 FAR IN THE C4 ZONE AND 3.84:1 IN THE R3 ZONE**
INCENTIVE #2	**SIDE YARD SETBACK TO ALLOW 5'-0" SETBACK IN LIEU OF 10 FEET REQUIRED**
INCENTIVE #3	**SIDE YARD SETBACK TO ALLOW 0'-0" SETBACK IN LIEU OF 10 FEET REQUIRED**

WAIVER : 1- AVERAGEING FAR AND DENSITY OVER TWO ZONES
2- RELIEF FOR THE REQUIREMENT TO PROVIDE LOADING SPACE OF 800 SQFT
3-RELIEF FROM 12.21.1.10 TRANSITIONAL HEIGHT TO ALLOW 73 FEET IN HEIGHT IN LIEU OF THE 61 FEET

HEIGHT:

MAX. HEIGHT PER ZONNING (FROM A.L.G. @605'-0"SEE SHEET A4.

PROJECT HEIGHT PER ZONNING = 78' - 6"

MAX. HEIGHT PER BUILDING (WITH HIGHT INCREASE) (FROM GRADE PLANE @ 609) = 85'-0"

PROJECT HEIGHT PER BUILDING = 77' - 6"

PARKING:

REQUIRED RESIDENTIAL PARKING 162 SPACES
PROVIDED RESIDENTIAL PARKING 116 SPACES

OPEN SPACE CALCULATION

REQUIRED OPEN SPACE:

UNIT TYPE	**HABITABLE ROOM**	**QUANTITY**	**REQ. OPEN SPACE / UNIT**	**TOTAL (S.F.)**
STUDIO	<3	16	100 S.F.	1,600
1BED	<3	82	100 S.F.	8,200
2 BED	=3	36	125 S.F.	4,500
2-BED	>3	5	175 S..F	875
TOTAL REQUIRED OPEN SPACE:				**15,175 S.F.**

67 x 50 S.F. = 3,350	PRIVATE OPEN SPACE		(BALCONIES)
1,625 S.F.	(POOL HOUSE) COVERED		(2ND FLOOR)
2088 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(2ND FLOOR)
643 + 643 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(2ND FLOOR)
600 S.F.	(GYM)	COVERED	(2ND FLOOR)
611 S.F.	RECREATION ROOM	COVERED	(3RD FLOOR)
645 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(4TH FLOOR)
630 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(4TH FLOOR)
4,750 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(ROOF TOP DECK)

TOTAL PROVIDED OPEN SPACE 15,585 S.F
15,585 SQFT > 15,175 SQFT
(MAX. COVERED COMMON OPEN SPACE ALLOWED) = 15,175 S.F. X 25% = 3,793.75 SQFT
TOTAL RECREATION ROOMS,GYM, POOL HOUSE = 2,836 S.F.<3,793.75 S.F.
SEE SHEETS A3.15 AND A3.16 FOR OPEN SPACE DIAGRAM

STRUCTURAL ENGINEER
Lee&Lee Structural Engr. Inc.
3550 Wilshire Blvd. #480 Los Angeles, CA 90010
Tel: 213) 351-0034
Fax: 213) 368-0034
leenlee.net

CLIENT
NOHO PROPERTIES LLC
ADDRESS:5000 VINELAND AVE NORTH HOLLYWOOD CA 91601
TEL: (818)-376-0386
E: PC@ALPAINC.COM

ARCHITECT
MALY ARCHITECTS, INC.
ADDRESS: 7136 HASKELL AVE., #320 VANNUYS, CA 91406
TEL: (818) 770-0161
E:INFO@MALYARCHITECTS.COM

CIVIL AND LID ENGINEER

BUILDING CODES
ALL CONSTRUCTION SHALL COMPLY WITH :
- 2020 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE,
- PART 1, TITLE 24 C.C.R.
- 2020 CALIFORNIA BUILDING CODE (CBC), PARTS 1 & 2, TITLE 24 C.C.R.
- 2020 LOS ANGELES BUILDING CODE
- 2020 LOS ANGELES GREEN CODE

PROJECT IS 100% PRIVATELY FOUNDED

SHEET INDEX

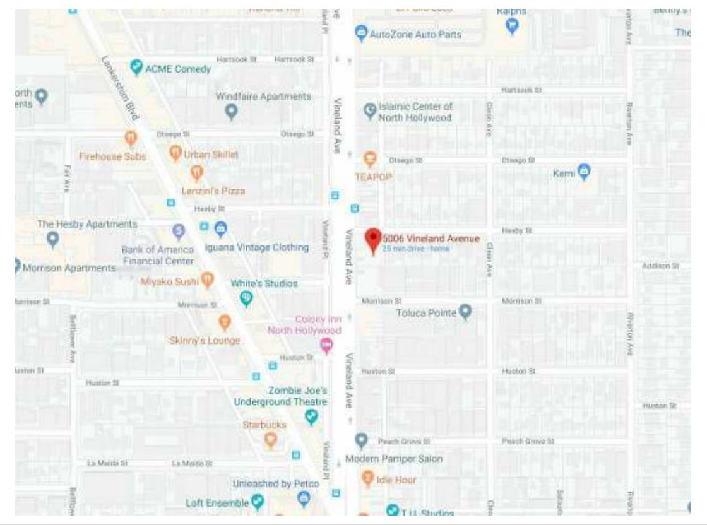
Sheet List - Architecture

BICYCLE PARKING

LONG TERM	**REQUIRED**	**PROVIDED**
RESIDENTIAL:	**89**	**89**
COMMERCIAL:	**2**	**2**

SHORT TERM	**REQUIRED**	**PROVIDED**
RESIDENTIAL:	**9**	**9**
COMMERCIAL:	**2**	**2**

VICINITY MAP



NORTH

MALY ARCHITECTS INC.

NO.	DATE:
1	
2	
3	

REVISIONS

APPLICANT AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

SHEET TITLE: TITLE SHEET

ARCHITECT:
FARZIN MALY
7136 Haskell Ave. #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23

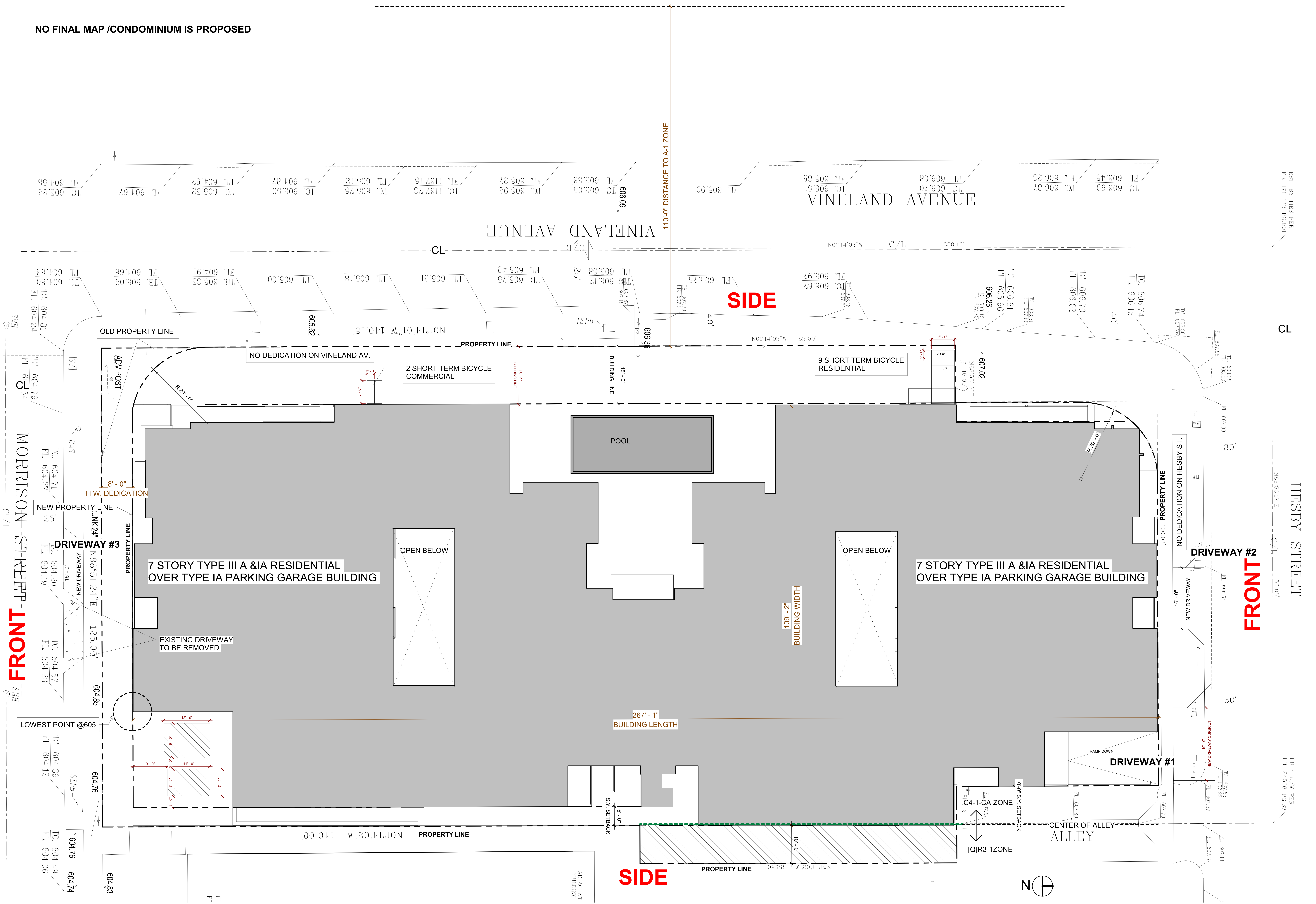
PROJECT NO:
`

DATE:
10/31/2023 1:04:07 PM

DRAWN BY:
Author

APPROVED BY:
Approver

SHEET NO:
A0.01



1 Site Plan
3/32" = 1'-0"

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

SHEET TITLE: SITE PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

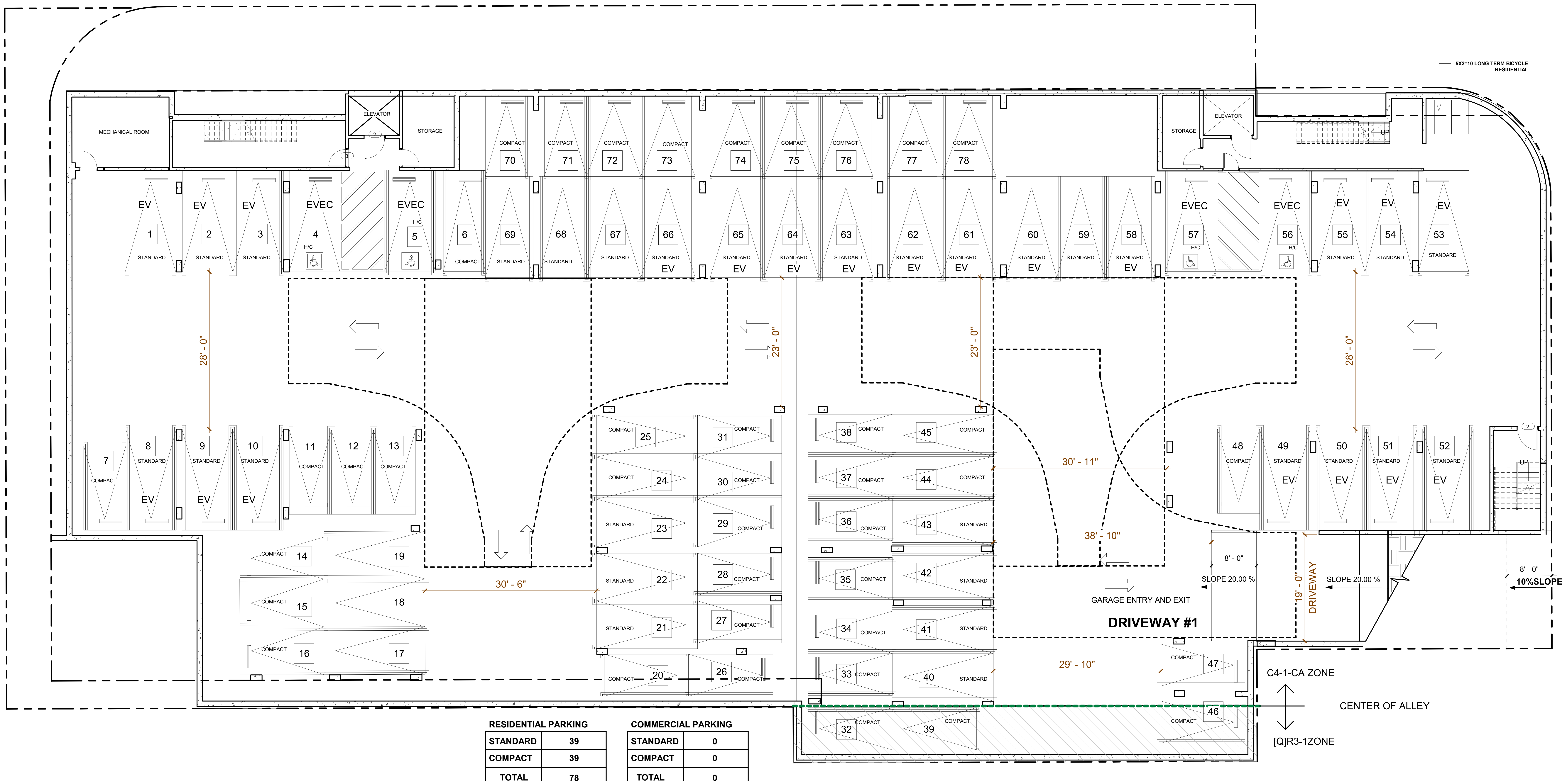
PROJECT NO:

DATE:
10/31/2023 1:04:09 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A2.01



RESIDENTIAL PARKING	
STANDARD	39
COMPACT	39
TOTAL	78

BICYCLE
SHORT TERM 0 SPACES
LONG TERM 10 SPACES

COMMERCIAL PARKING	
STANDARD	0
COMPACT	0
TOTAL	0

BICYCLE
SHORT TERM 0SPACE
LONG TERM 0 SPACE

① Basement Floor Plan
1" = 10'-0"

N

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

SHEET TITLE: BASEMENT FLOOR PLAN

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

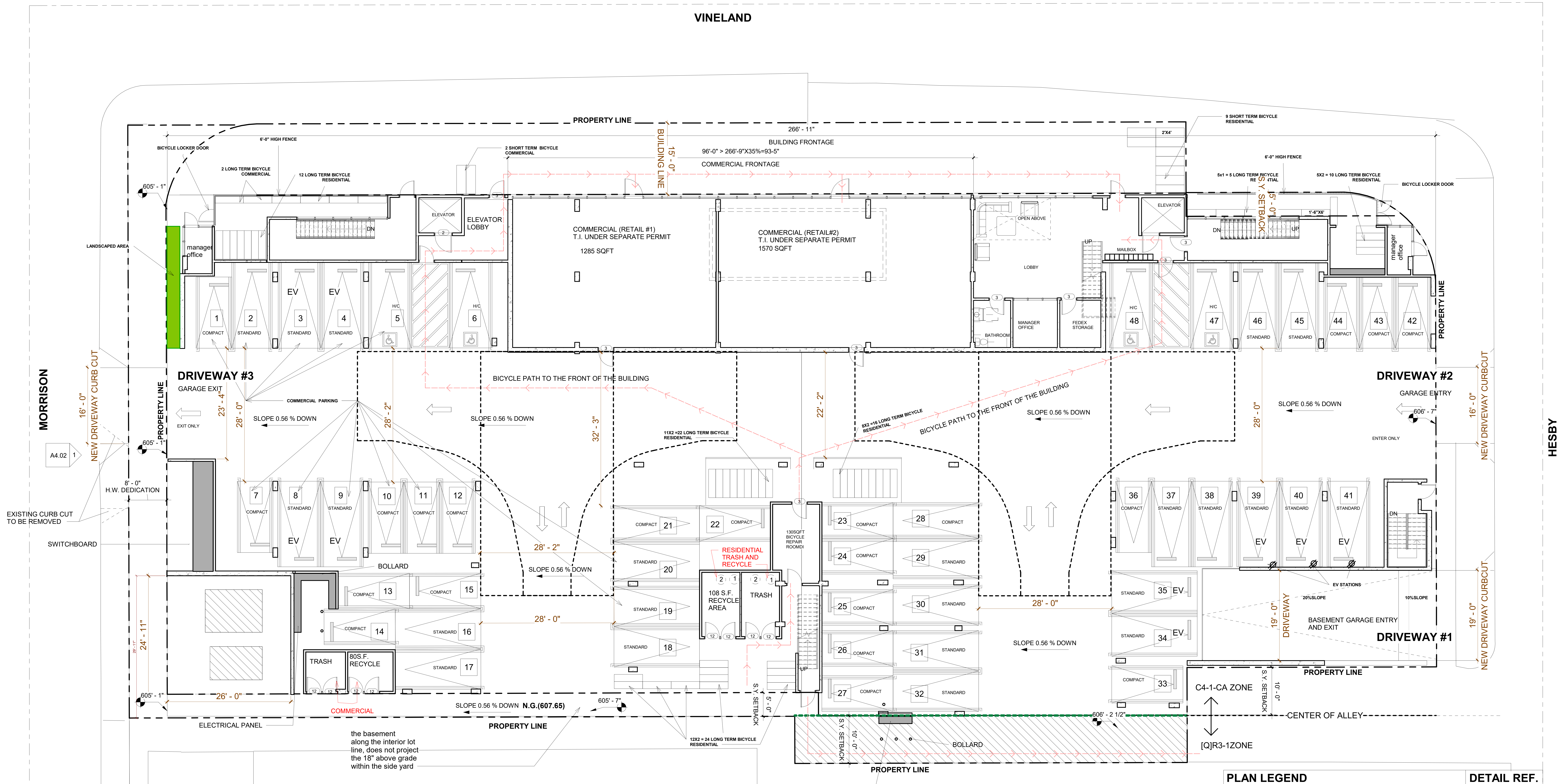
PROJECT NO:

DATE:
10/31/2023 1:04:09 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.01



N

1 1st Floor Plan
1" = 10'-0"

RESIDENTIAL PARKING

STANDARD	19
COMPACT	17
TOTAL	36

BICYCLE
SHORT TERM 9 SPACES
LONG TERM 88 SPACES

COMMERCIAL PARKING

STANDARD	8
COMPACT	4
TOTAL	12

BICYCLE
SHORT TERM 2SPACE
LONG TERM 2 SPACE

PLAN LEGEND	DETAIL REF.
→→→ PATH OF TRAVEL/ PATH OF EGRESS	
→→→ ACCESSIBLE PATH OF TRAVEL	
2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨ 8" "CMU" WALL, REFER TO STRUCTURAL	
2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
EXIT SIGN	
SD SMOKE DETECTOR	
CM CARBON MONOXIDE DETECTOR	
EXHUAST FAN	
SP CLASS ONE STAND PIPE	
✳ WATER CURTAIN	
T THERMOSTAT	SPEC. ON SHEET A1.03

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
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2	
3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: 1ST FLOOR PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:
`

DATE:
10/31/2023 1:04:10 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.02

1 2nd Floor Plan
1" = 10'-0"

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

PLAN LEGEND		DETAIL REF.
→→→	PATH OF TRAVEL/ PATH OF EGRESS	
→→→	ACCESSIBLE PATH OF TRAVEL	
═	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨	8" "CMU" WALL, REFER TO STRUCTURAL	
═	2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
═	2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
═	1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
═	1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
▨	CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
▨	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT	ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
⊗	EXIT SIGN	
SD	SMOKE DETECTOR	
CM	CARBON MONOXIDE DETECTOR	
⊘	EXHUAST FAN	
SP	CLASS ONE STAND PIPE	
✳	WATER CURTAIN	
T	THERMOSTAT	SPEC. ON SHEET A1.03

MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
2	
3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: 2ND FLOOR PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:
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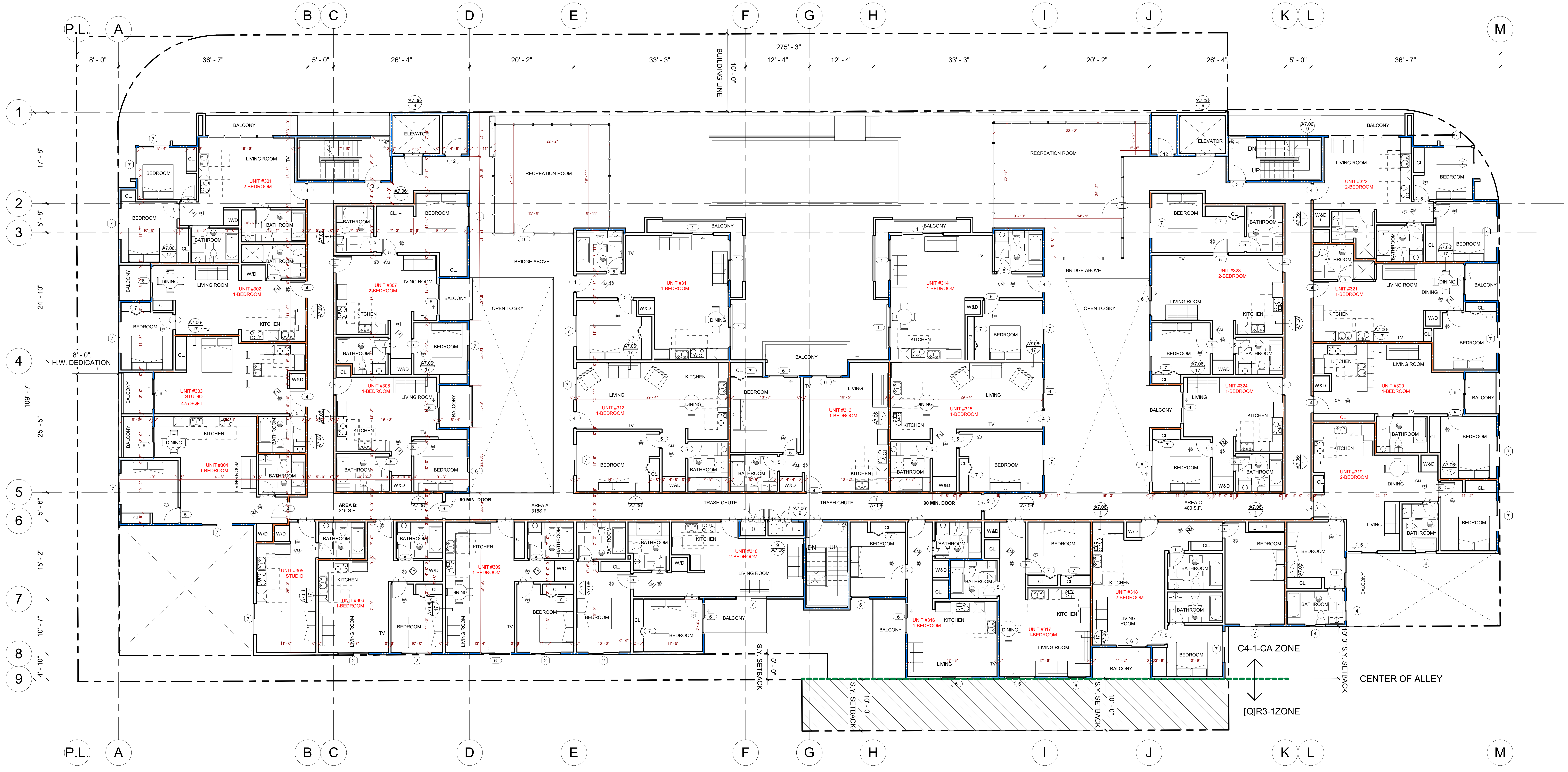
DATE:
10/31/2023 1:04:15 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.03



1 3rd Floor Plan
1" = 10'-0"

N

PLAN LEGEND		DETAIL REF.
→→→	PATH OF TRAVEL/ PATH OF EGRESS	
→→→	ACCESSIBLE PATH OF TRAVEL	
	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨	8" "CMU" WALL, REFER TO STRUCTURAL	
	2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
	2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
	1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
	1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
	CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT	ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
⊗	EXIT SIGN	
SD	SMOKE DETECTOR	
CM	CARBON MONOXIDE DETECTOR	
⊘	EXHUAST FAN	
SP	CLASS ONE STAND PIPE	
✳	WATER CURTAIN	
T	THERMOSTAT	SPEC. ON SHEET A1.03

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

MALY ARCHITECTS INC.

NO.	REVISIONS	DATE:
1		
2		
3		

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: 3RD FLOOR PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:
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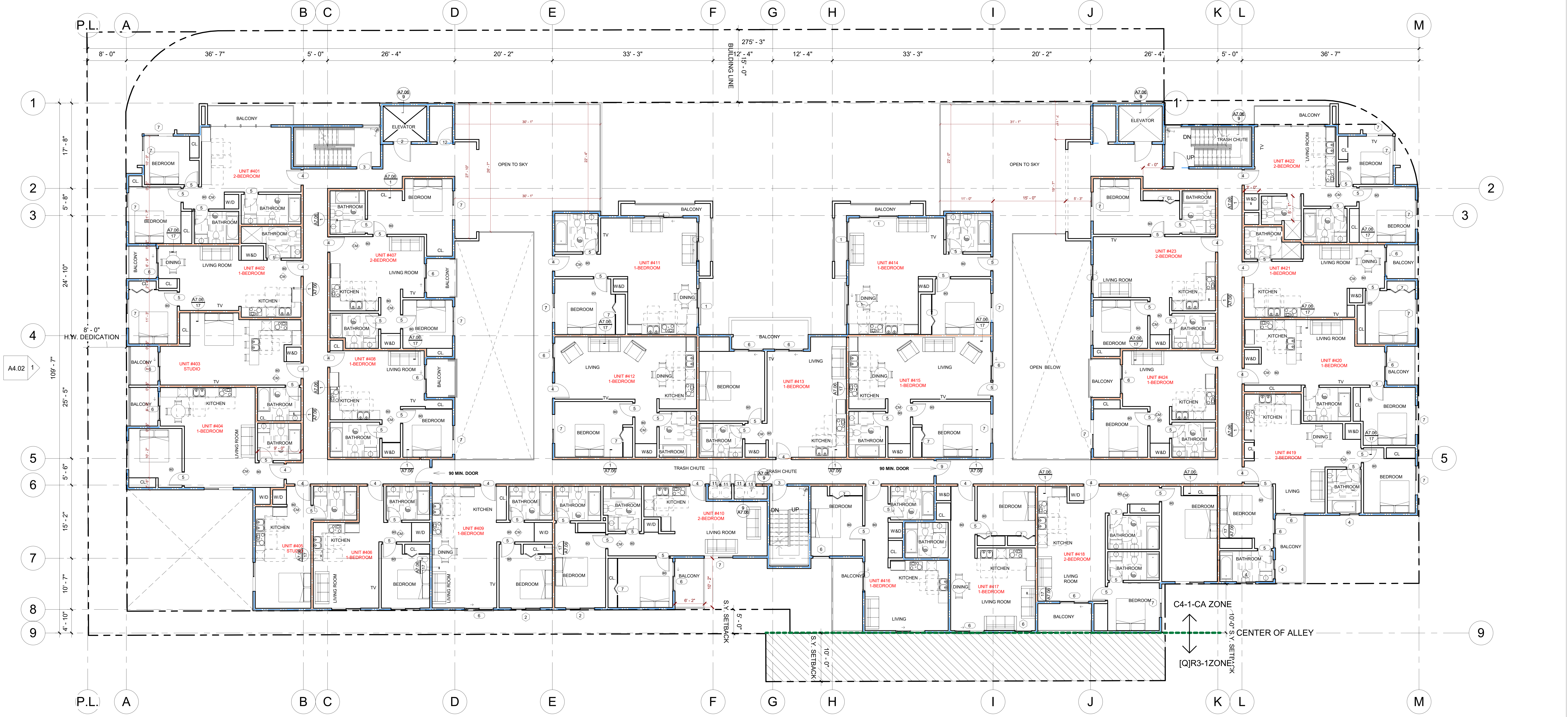
DATE:
10/31/2023 1:04:20 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.04



1 4th Floor Plan
1" = 10'-0"

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

PLAN LEGEND		DETAIL REF.
→→→	PATH OF TRAVEL/ PATH OF EGRESS	
→→→	ACCESSIBLE PATH OF TRAVEL	
═	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨	8" "CMU" WALL, REFER TO STRUCTURAL	
═	2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
═	2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
═	1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
═	1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
═	CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
═	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT	ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
⊗	EXIT SIGN	
SD	SMOKE DETECTOR	
CM	CARBON MONOXIDE DETECTOR	
⊘	EXHUAST FAN	
SP	CLASS ONE STAND PIPE	
✳	WATER CURTAIN	
T	THERMOSTAT	SPEC. ON SHEET A1.03

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

SHEET TITLE: 4TH FLOOR PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
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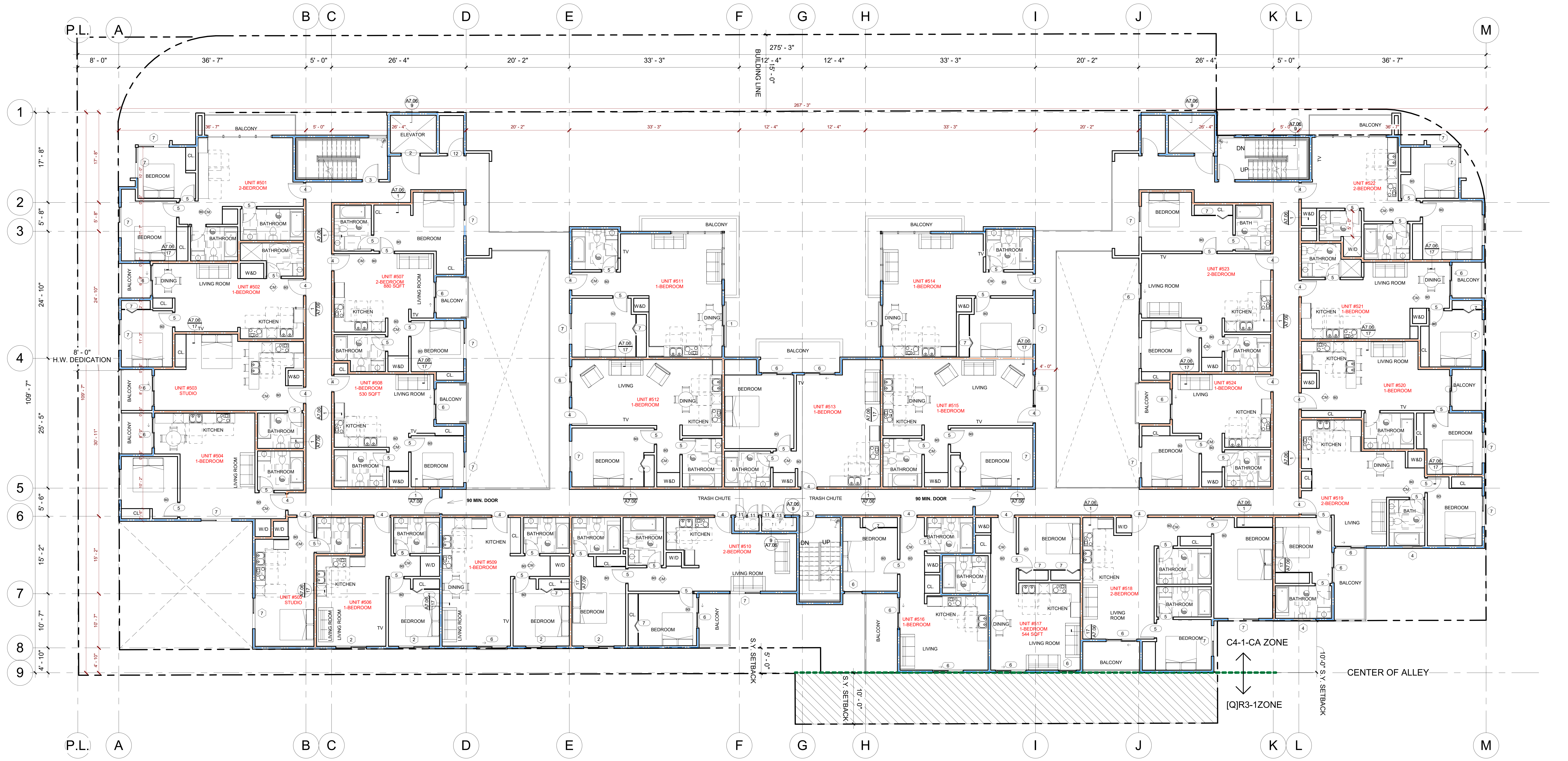
DATE:
10/31/2023 1:04:25 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.05



5th Floor Plan
1" = 10'-0"

N

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

PLAN LEGEND		DETAIL REF.
→→→	PATH OF TRAVEL/ PATH OF EGRESS	
→→→	ACCESSIBLE PATH OF TRAVEL	
═	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨	8" "CMU" WALL, REFER TO STRUCTURAL	
═	2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
═	2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
═	1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
═	1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
▨	CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
▨	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT	ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
⊗	EXIT SIGN	
SD	SMOKE DETECTOR	
CM	CARBON MONOXIDE DETECTOR	
⊘	EXHUAST FAN	
SP	CLASS ONE STAND PIPE	
✳	WATER CURTAIN	
T	THERMOSTAT	SPEC. ON SHEET A1.03

MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

SHEET TITLE: 5H FLOOR PLAN

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:

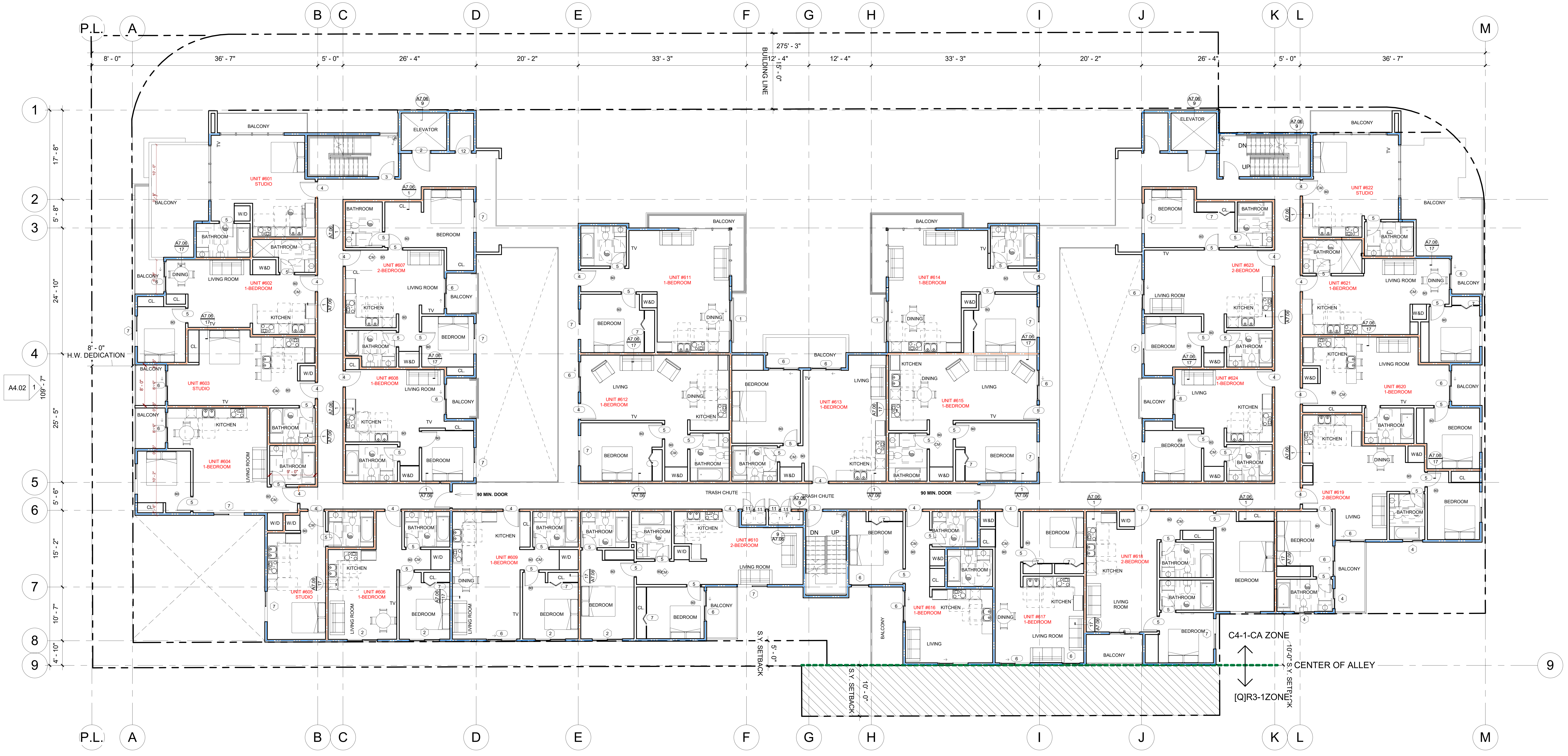
DATE:
10/31/2023 1:04:29 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:

A3.06



① 6th Floor Plan
1" = 10'-0"

N

PLAN LEGEND	DETAIL REF.
→→→ PATH OF TRAVEL/ PATH OF EGRESS	
→→→ ACCESSIBLE PATH OF TRAVEL	
2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨ 8" "CMU" WALL, REFER TO STRUCTURAL	
2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
⊗ EXIT SIGN	
SD SMOKE DETECTOR	
CM CARBON MONOXIDE DETECTOR	
EXHAUST FAN	
SP CLASS ONE STAND PIPE	
✳ WATER CURTAIN	
T THERMOSTAT	SPEC. ON SHEET A1.03

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

SHEET TITLE: 6TH FLOOR PLAN

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
`

DATE:
10/31/2023 1:04:33 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.07

7th Floor Plan
1" = 10'-0"

N

PLAN LEGEND		DETAIL REF.
→→→	PATH OF TRAVEL/ PATH OF EGRESS	
→→→	ACCESSIBLE PATH OF TRAVEL	
═	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨	8" "CMU" WALL, REFER TO STRUCTURAL	
═	2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
═	2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
═	1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
═	1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
▨	CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
▨	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT	ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
⊗	EXIT SIGN	
SD	SMOKE DETECTOR	
CM	CARBON MONOXIDE DETECTOR	
⊘	EXHUAST FAN	
SP	CLASS ONE STAND PIPE	
✳	WATER CURTAIN	
T	THERMOSTAT	SPEC. ON SHEET A1.03

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

SHEET TITLE: 7TH FLOOR PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

REVISIONS	NO.	DATE:
	1	
	2	
	3	

MALY ARCHITECTS INC.

LICENSED ARCHITECT FARZIN MALY NO. C-33731 05-31-23 RENEWAL DATE STATE OF CALIFORNIA

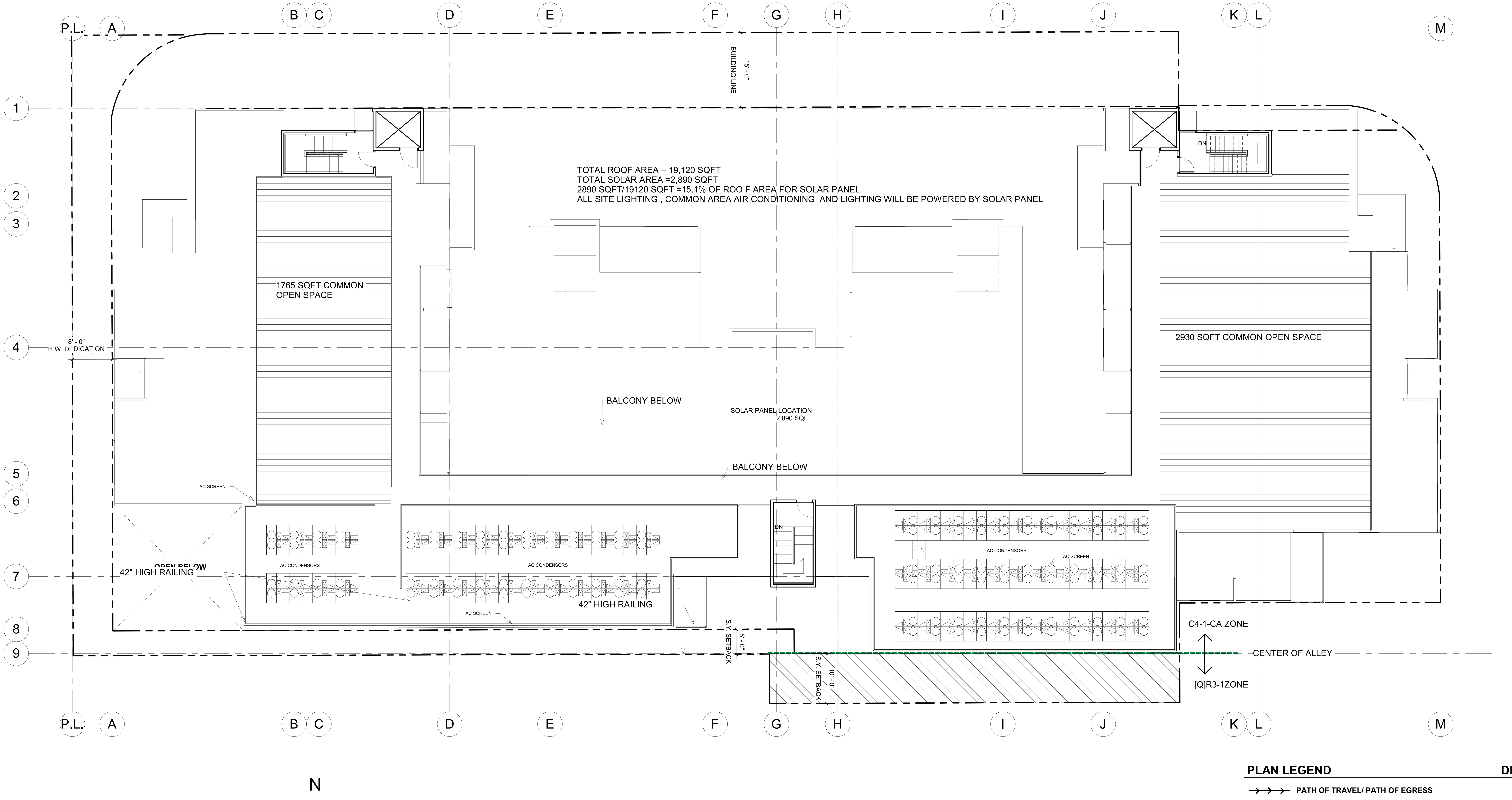
PROJECT NO:

DATE:
10/31/2023 1:04:38 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.08



① Roof Plan
1" = 10'-0"

PLAN LEGEND		DETAIL REF.
→→→	PATH OF TRAVEL/ PATH OF EGRESS	
→→→	ACCESSIBLE PATH OF TRAVEL	
	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨	8" "CMU" WALL, REFER TO STRUCTURAL	
	2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
	2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
	1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
	1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
	CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT	ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
⊗	EXIT SIGN	
SD	SMOKE DETECTOR	
CM	CARBON MONOXIDE DETECTOR	
⊘	EXHUAST FAN	
SP	CLASS ONE STAND PIPE	
✳	WATER CURTAIN	
T	THERMOSTAT	SPEC. ON SHEET A1.03

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

SHEET TITLE: ROOF PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

REVISIONS NO.	DATE:
1	
2	
3	

MALY ARCHITECTS INC.

FARZIN MALY
NO. C-33731
05-31-23

PROJECT NO:

DATE:
10/31/2023 1:04:39 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.09

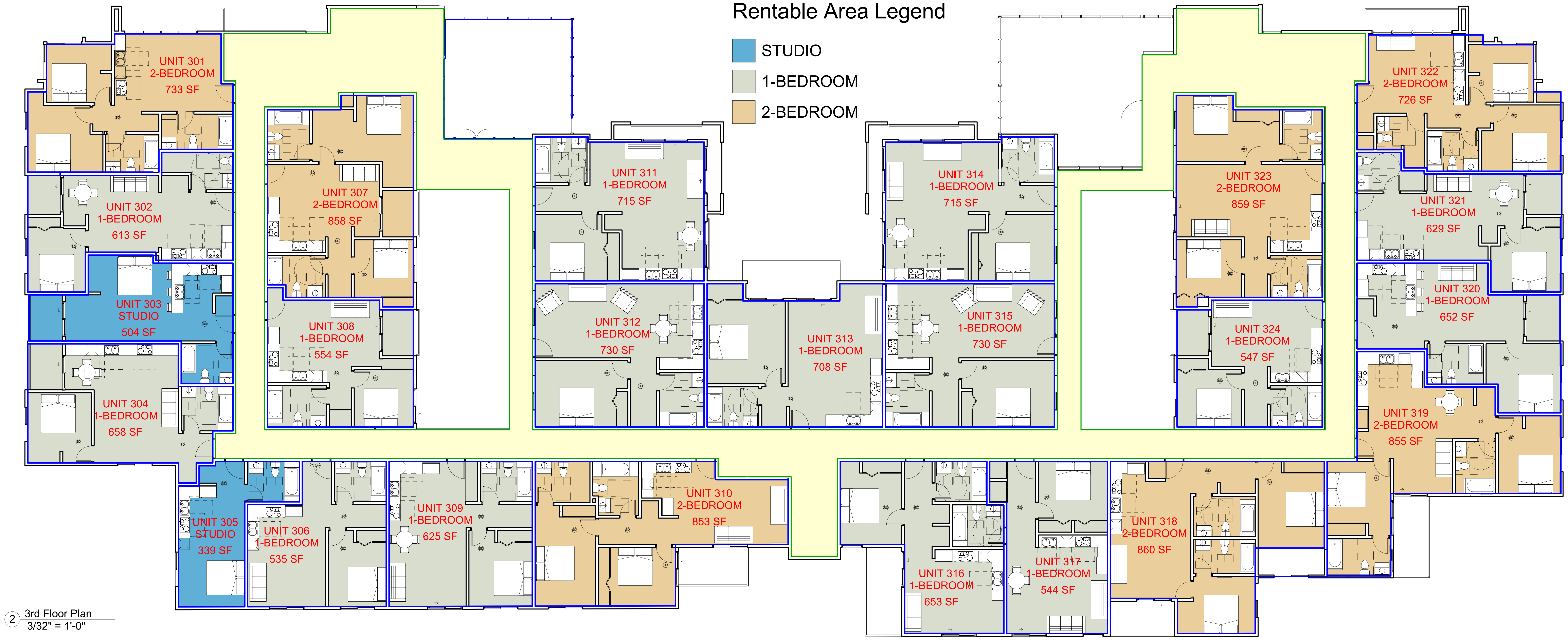
① 2nd Floor Plan
3/32" = 1'-0"

Rentable Area Legend

- 🟦 STUDIO
- ⬜ 1-BEDROOM
- 🟫 2-BEDROOM

Rentable Area Legend

- 🟦 STUDIO
- ⬜ 1-BEDROOM
- 🟫 2-BEDROOM



② 3rd Floor Plan
3/32" = 1'-0"

MALY ARCHITECTS INC.

DATE:

REVISIONS	NO.
1	
2	
3	

SHEET TITLE: UNIT AREA AND BREAKDOWN

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:

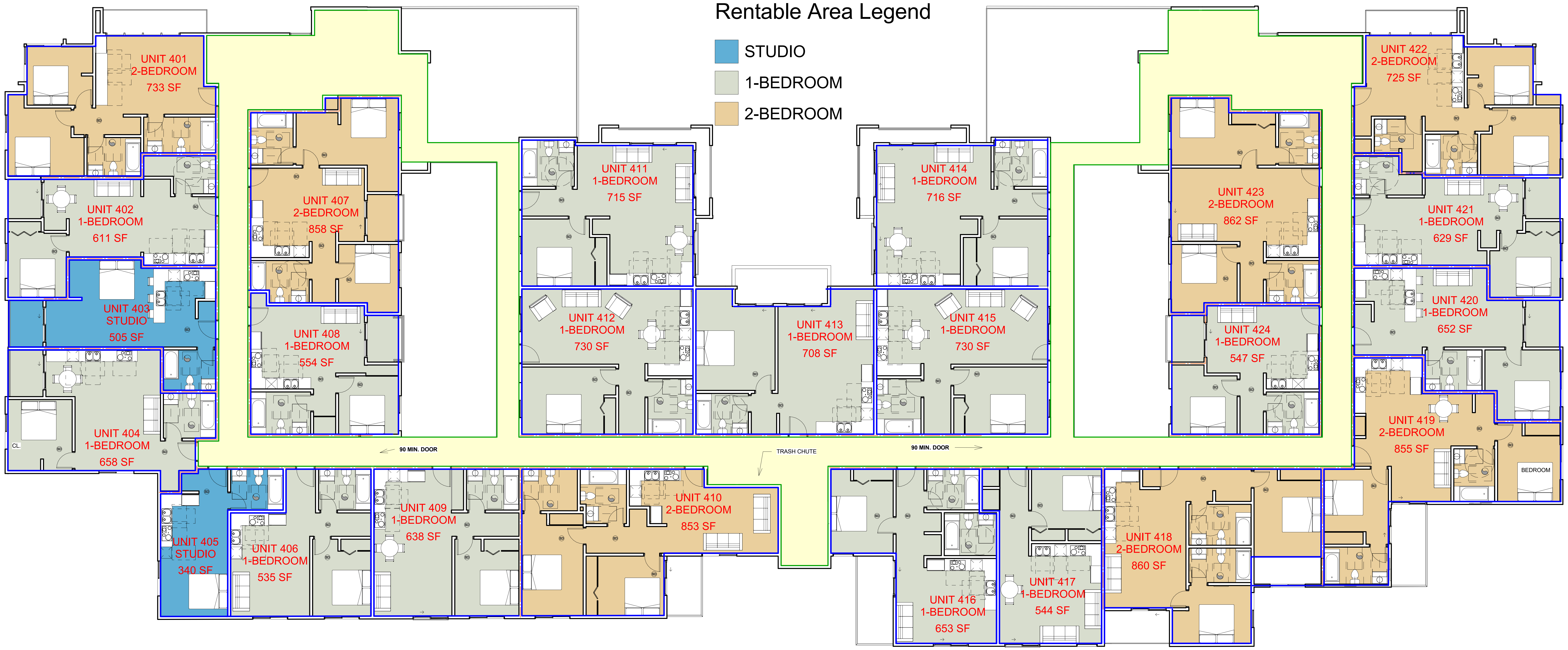
DATE:
10/31/2023 1:04:50 PM

DRAWN BY:
Author

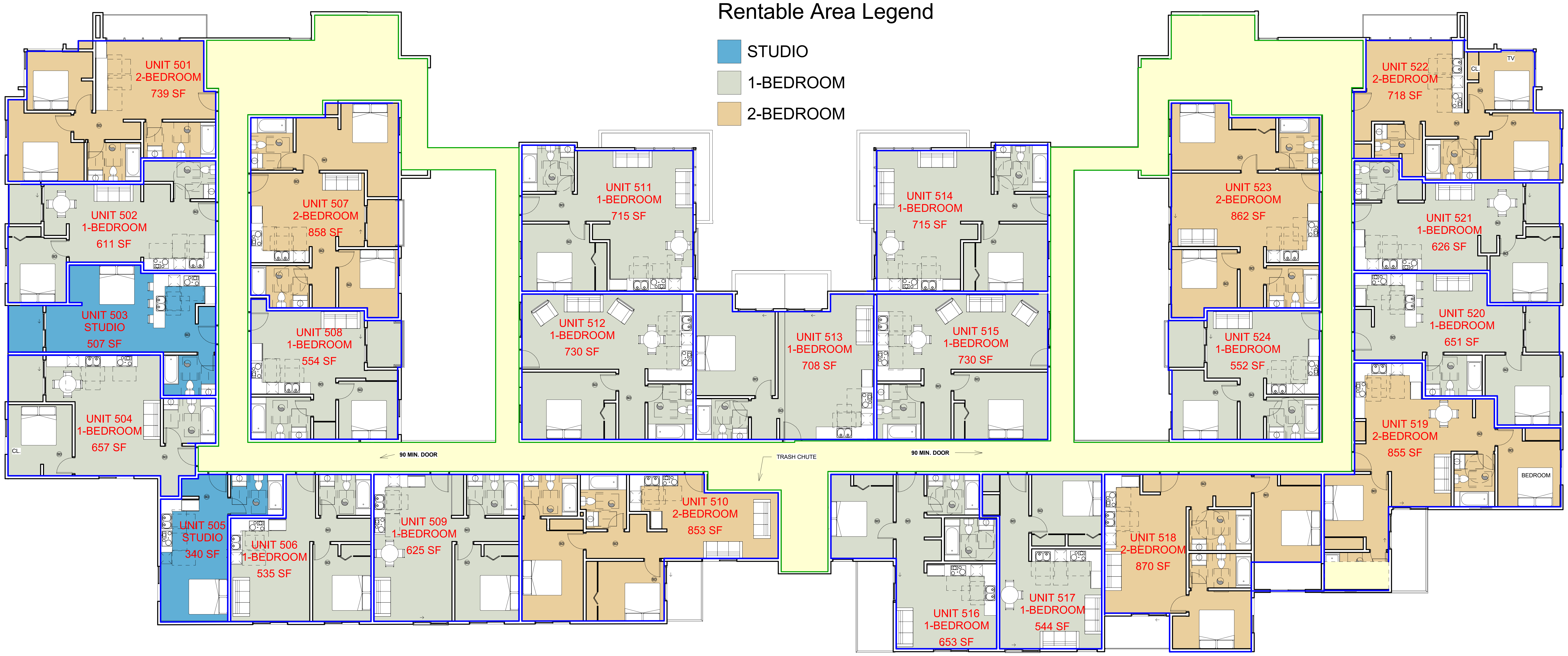
APROVED BY:
Approver

SHEET NO:

A3.10



① 4th Floor Plan
3/32" = 1'-0"



② 5th Floor Plan
3/32" = 1'-0"

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MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

OWNER AND PROJECT ADDRESS:

NOHO PROPERTIES LLC.

5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: UNIT AREA AND BREAKDOWN

ARCHITECT:

FARZIN MALY

7136 Haskell Ave., #320
Van Nuys, CA 91406

Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:
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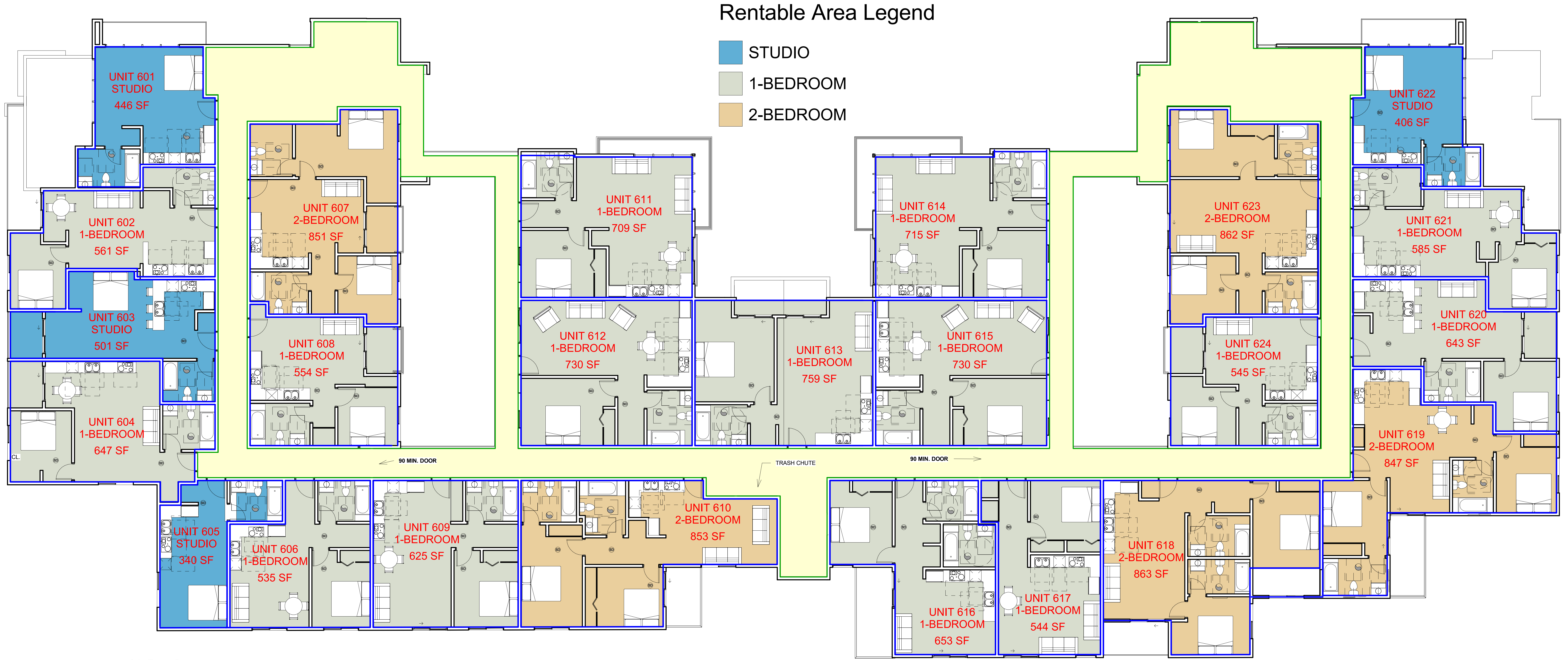
DATE:
10/31/2023 1:05:02 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:

A3.11



1 6th Floor Plan
3/32" = 1'-0"

2 7th Floor Plan
3/32" = 1'-0"

MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

SHEET TITLE:
UNIT AREA AND BREAKDOWN

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:

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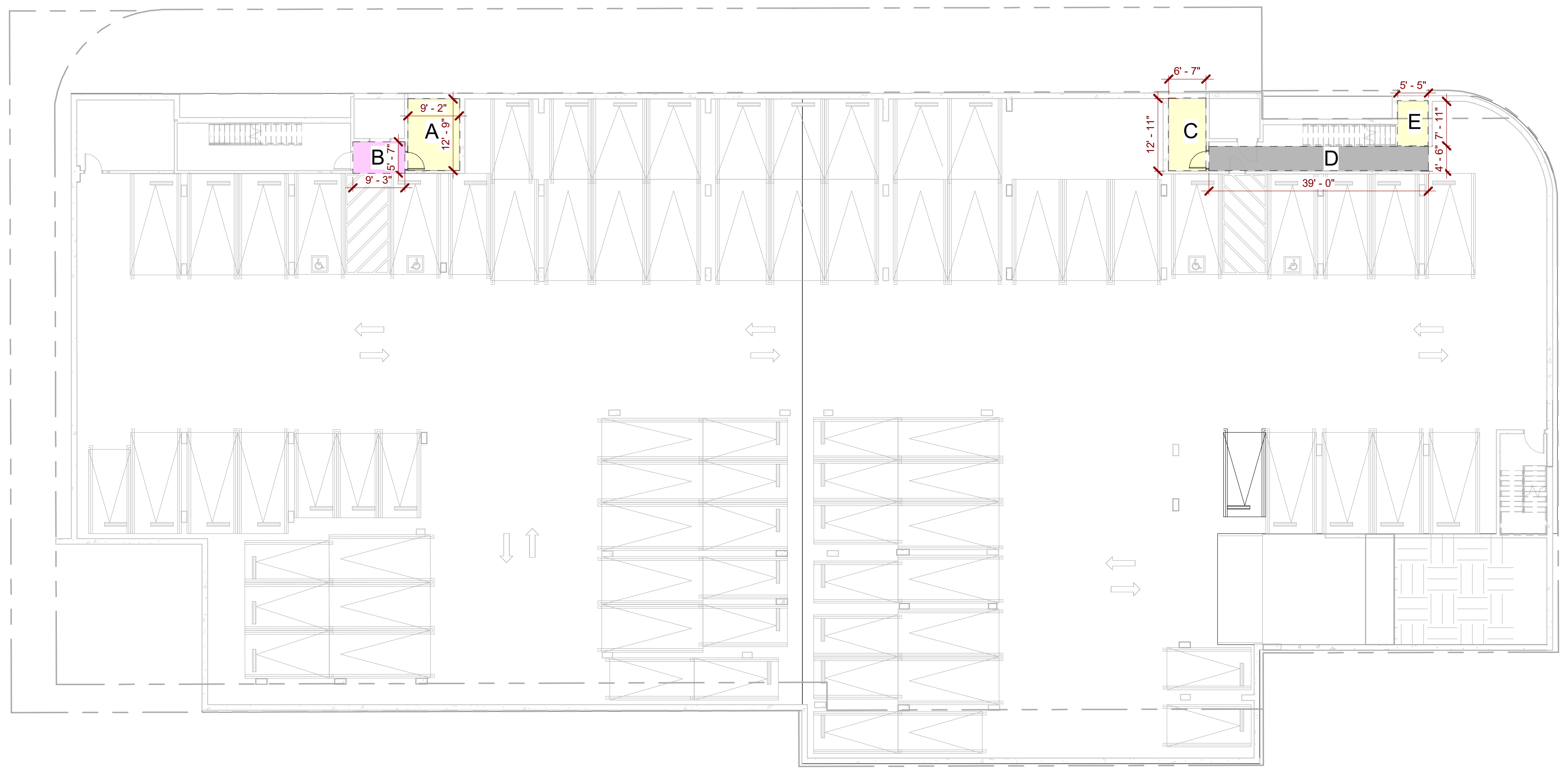
Author

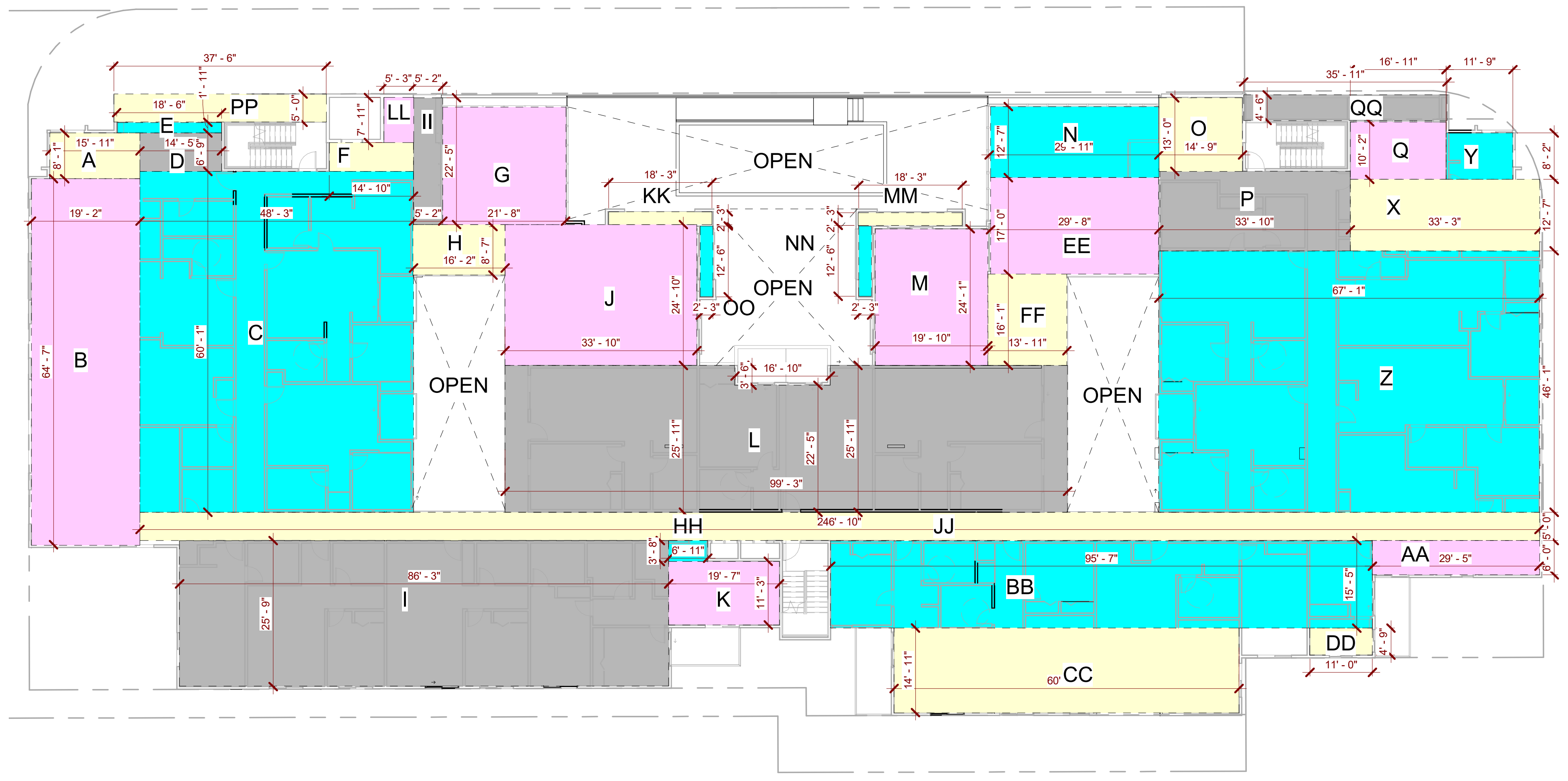
APROVED BY:
Approver

SHEET NO:
A3.12



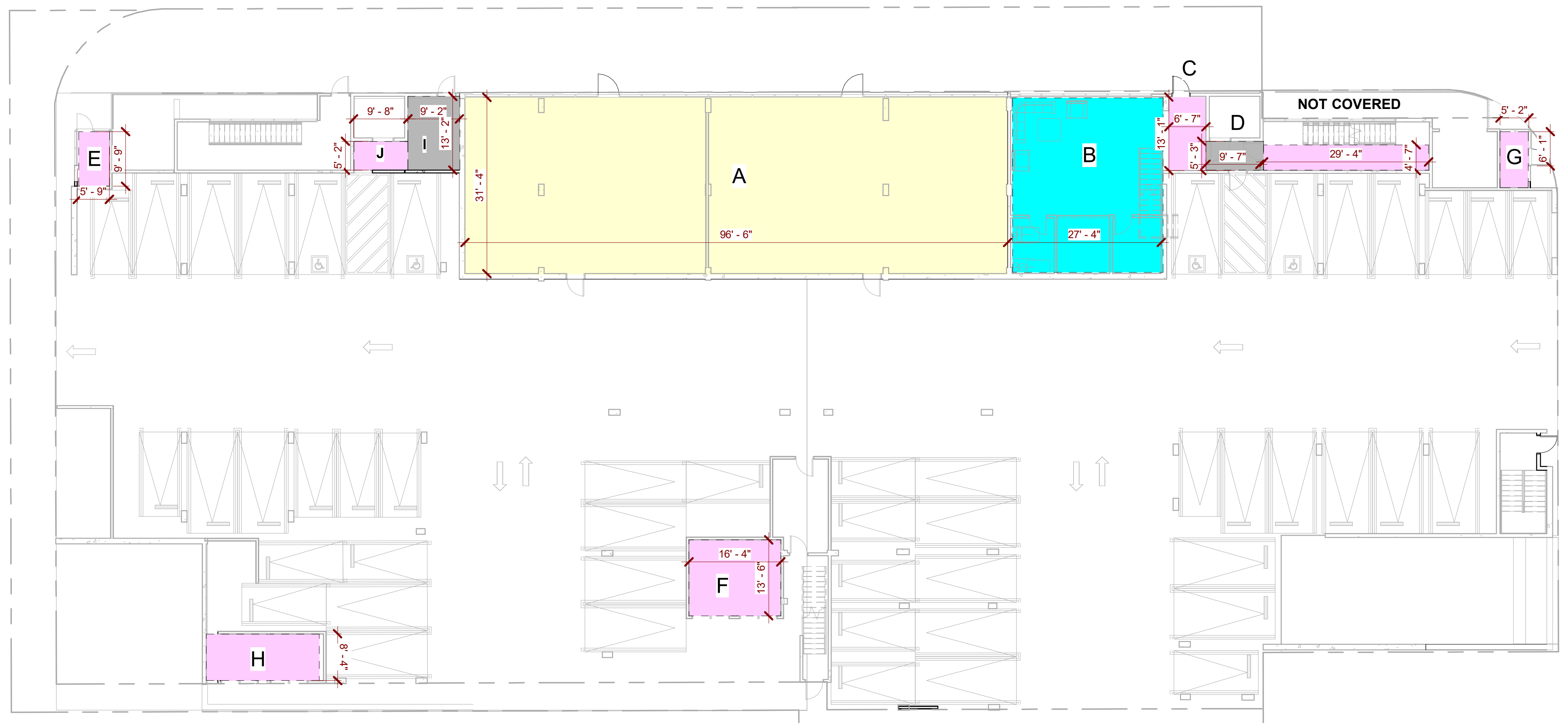
6 FAR-Basement Floor
3/64" = 1'-0"

BASEMENT			
AREA	W.	L.	S.F.
A	9.25'	5.58'	51.61
B	12.83	9.25'	118.67
C	6.66'	12.91	69.6
D	4.41	39'	171.99
E	8'	5.5'	44
TOTAL		455.57 S.F.	



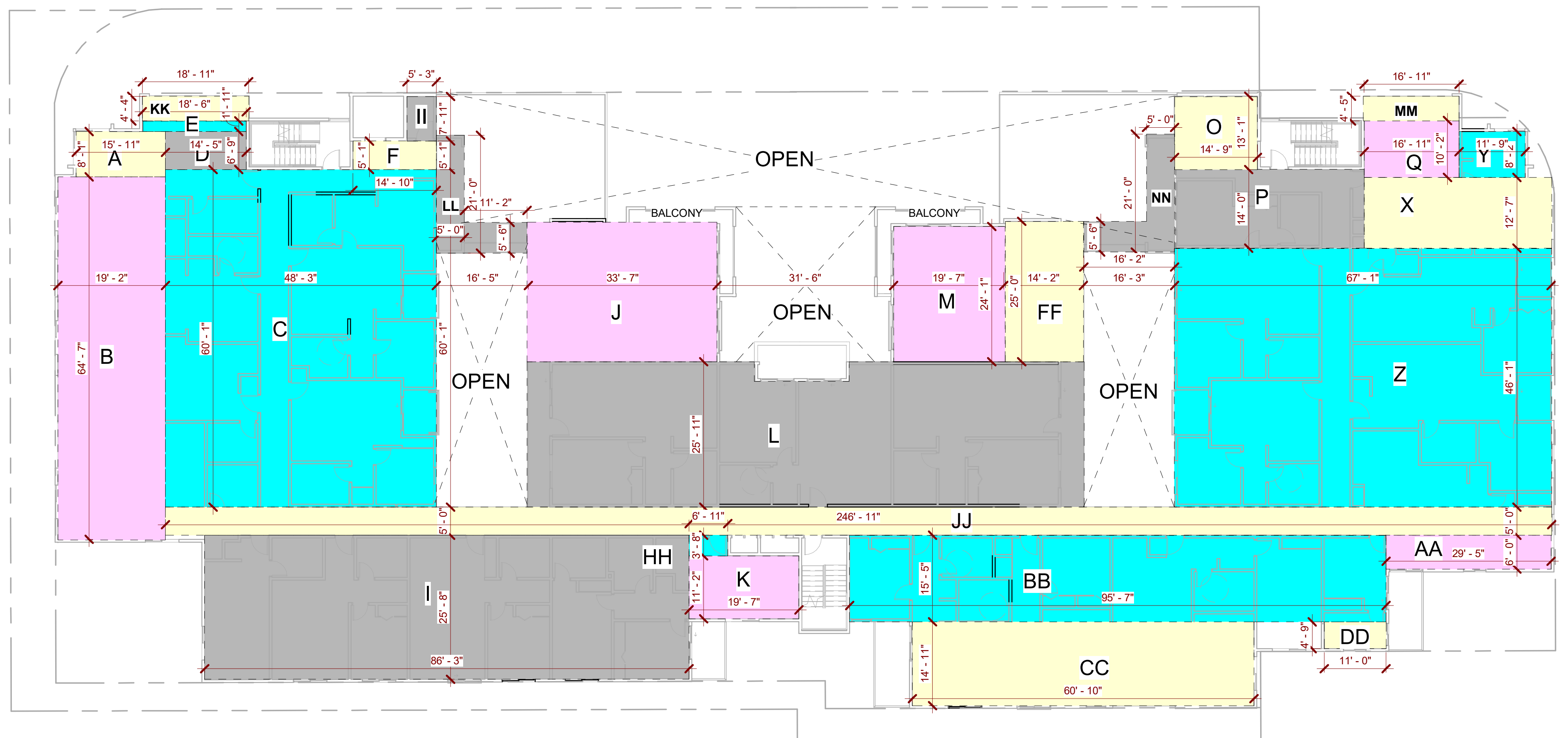
3 FAR-3rd Floor
3/64" = 1'-0"

3RD FLOOR			
AREA	W.	L.	S.F.
A	8.08'	15.9'	128.47
B	19.16'	64.58'	1,237.35
C	48'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G	22'	20.75'	456.5
H	9'	16.66'	149.94
I	25.75'	86.25'	2,220.93
J	24.83'	37.25'	924.91
K	19.58'	11.25'	220.27
L	25.91'	99.16'	2,569.2-58.9 (balcony) = 2510.3
M	24.08'	19.83'	477.50
N	12.58'	29.91'	376.26
O	13'	14.75'	191.75
P	14'	33.84'	473.76
Q	10.16'	16.91'	171.80
X	12.58'	33.25'	418.28
Y	8.16'	11.75'	95.88
Z	46.08'	67.08'	3091.04
AA	6'	29.4'	176.46
BB	15.41'	95.58'	1,472.88
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE	17.08	29.66'	506.59
FF	13.91'	16.08'	223.67
HH	3.66'	6.91'	25.29
II	5.16'	22.41'	115.63
JJ	5'	246.91'	1,234.55
KK	2.25'	18.25'	41.06
LL	5.25'	8'	42
MM	2.25'	18.25'	41.06
NN	2.25'	12.5'	28.12
OO	2.25'	12.5'	28.12
PP	5'	37.5'	187.5
QQ	4.5'	37.91'	170.59
TOTAL		21,548.25	



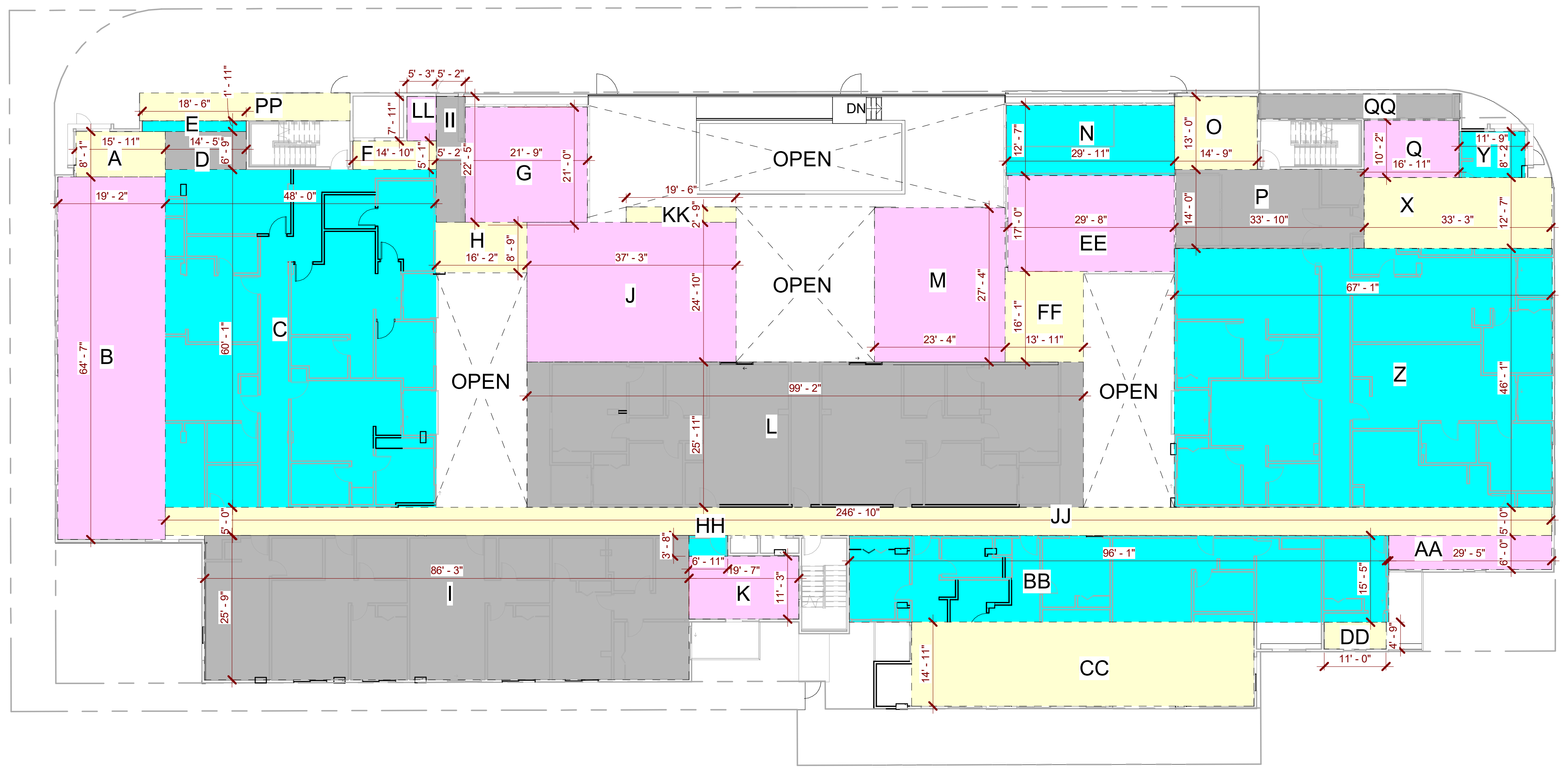
1 FAR-1st Floor
3/64" = 1'-0"

1ST FLOOR			
AREA	W.	L.	S.F.
A	31.5'	94.75'	2,984.62
B	31.5'	29.08'	916.02
C	5.33'	13'	69.29'
D	9.58'	5.16'	49.43
E	9.75'	5.41'	49.43
F	16.33'	13.5'	220.455
G	5'	10'	50
H	8.13'	20.07'	163.17
I	9.25'	13.16'	121.73
J	5.16'	9.66'	49.84
TOTAL		1250.73 S.F.	



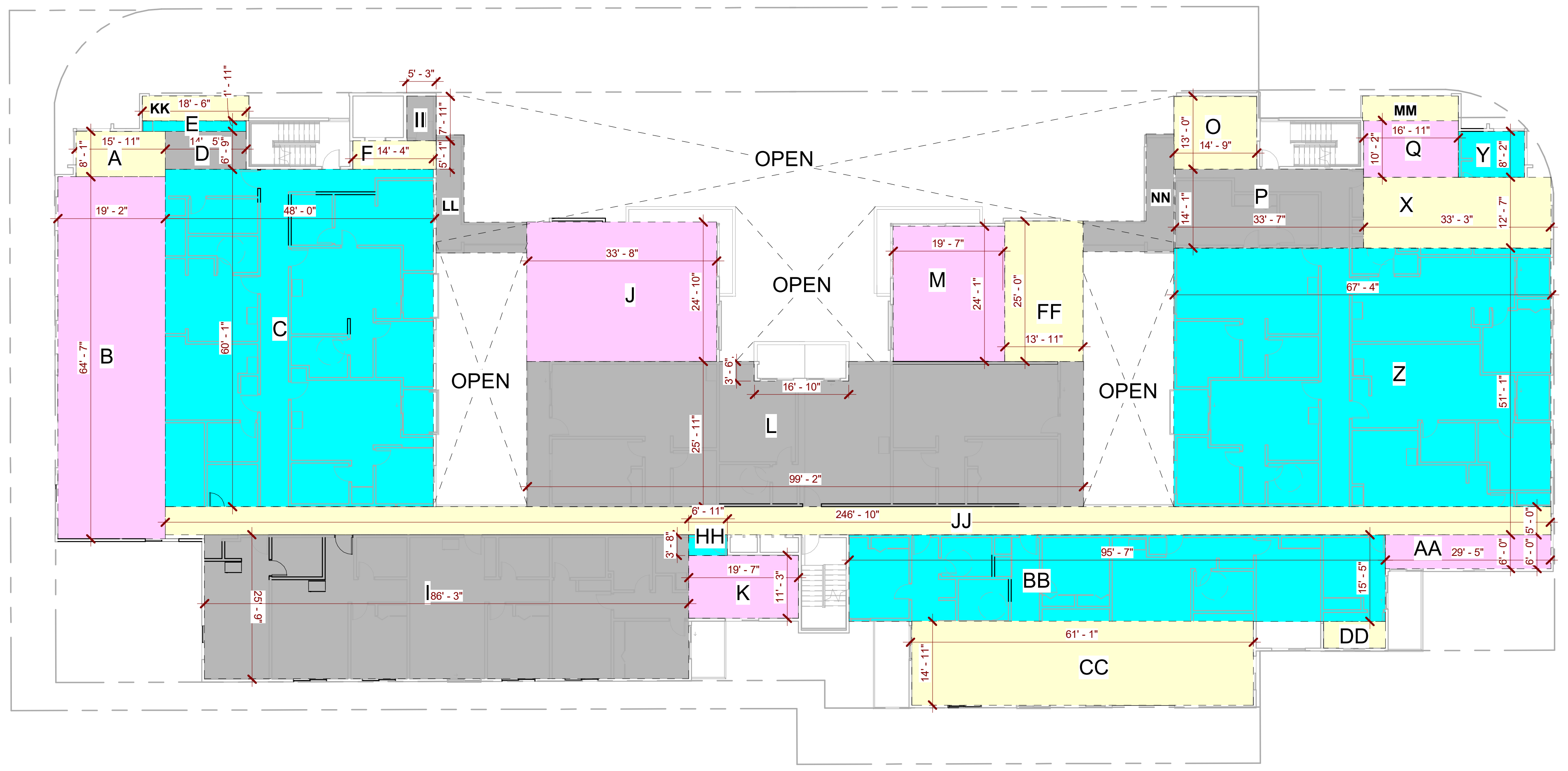
4 FAR-4th Floor
3/64" = 1'-0"

4TH FLOOR			
AREA	W.	L.	S.F.
A	8.08'	15.9'	128.47
B	19.16'	64.58'	1,237.35
C	48'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G			
H			
I	25.75'	86.25'	2,220.93
J	24.83'	37.25'	924.91
K	19.58'	11.25'	220.27
L	25.91'	99.16'	2,569.2-58.9 (balcony) = 2510.3
M	24.08'	19.83'	477.50
N			
O	13'	14.75'	191.75
P	14'	33.84'	473.76
Q	10.16'	16.91'	171.80
X	12.58'	33.25'	418.28
Y	8.16'	11.75'	95.88
Z	46.08'	67.08'	3091.04
AA	6'	29.41'	176.46
BB	15.41'	96.08'	1,472.88
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE			
FF	13.91'	16.08'	223.67
HH	3.66'	6.91'	25.29
II	5.16'	8'	41.28
JJ	5'	246.91'	1,234.55
KK	4.33'	18.91'	81.88
LL	32.16'	10.5'	337.68
MM	4.33'	16.91'	73.22
NN	32.16'	10.5'	337.68
OO			
TOTAL		20,217.71	



2 FAR-2nd Floor
3/64" = 1'-0"

2ND FLOOR			
AREA	W.	L.	S.F.
A	8.08'	15.9'	128.47
B	19.16'	64.58'	1,237.35
C	48'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G	22'	20.75'	456.5
H	9'	16.66'	149.94
I	25.75'	86.25'	2,220.93
J	24.58'	37.25'	915.6
K	19.58'	11.25'	220.27
L	25.91'	99.16'	2,569.23
M	23.33'	27.33'	637.60
N	12.58'	29.91'	376.26
O	13'	14.75'	191.75
P	14'	33.84'	473.76
Q	10.16'	16.91'	171.80
X	12.58'	33.25'	418.28
Y	8.16'	11.75'	95.88
Z	46.08'	67.08'	3091.04
AA	6'	29.4'	176.41
BB	15.41'	96.08'	1,480.59
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE	17.08	29.66'	506.59
FF	13.91'	16.08'	223.67
HH	3.66'	6.91'	25.29
II	5.16'	22.41'	115.63
JJ	5'	246.91'	1,234.55
KK	2.75'	19.5'	23.62
LL	5.25'	8'	42
PP	5'	37.5'	187.5
QQ	4.5'	37.91'	170.59
TOTAL		21,621.9	



5 FAR-5th Floor
3/64" = 1'-0"

5TH FLOOR			
AREA	W.	L.	S.F.
A	8.08'	15.9'	128.47
B	19.16'	64.58'	1,237.35
C	48'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G			
H			
I	25.75'	86.25'	2,220.93
J	24.83'	37.25'	924.91
K	19.58'	11.25'	220.27
L	25.91'	99.16'	2,569.2-58.9 (balcony) = 2510.3
M	24.08'	19.83'	477.50
N			
O	13'	14.75'	191.75
P	14'	33.84'	473.76
Q	10.16'	16.91'	171.80
X	12.58'	33.25'	418.28
Y	8.16'	11.75'	95.88
Z	46.08'	67.08'	3091.04
AA	6'	29.41'	176.46
BB	15.41'	95.58'	1,480.5
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE			
FF	13.91'	16.08'	223.67
HH	3.66'	6.91'	25.29
II	5.16'	8'	41.28
JJ	5'	246.91'	1,234.55
KK	4.33'	18.91'	81.88
LL	32.16'	10.5'	337.68
MM	4.33'	16.91'	73.22
NN	32.16'	10.5'	337.68
OO			
TOTAL		20,217.71	

MALY ARCHITECTS INC.

DATE:

REVISIONS		
1		
2		
3		
NO.		DATE:

SHEET TITLE: **FAR CALCULATION**

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:

DATE:
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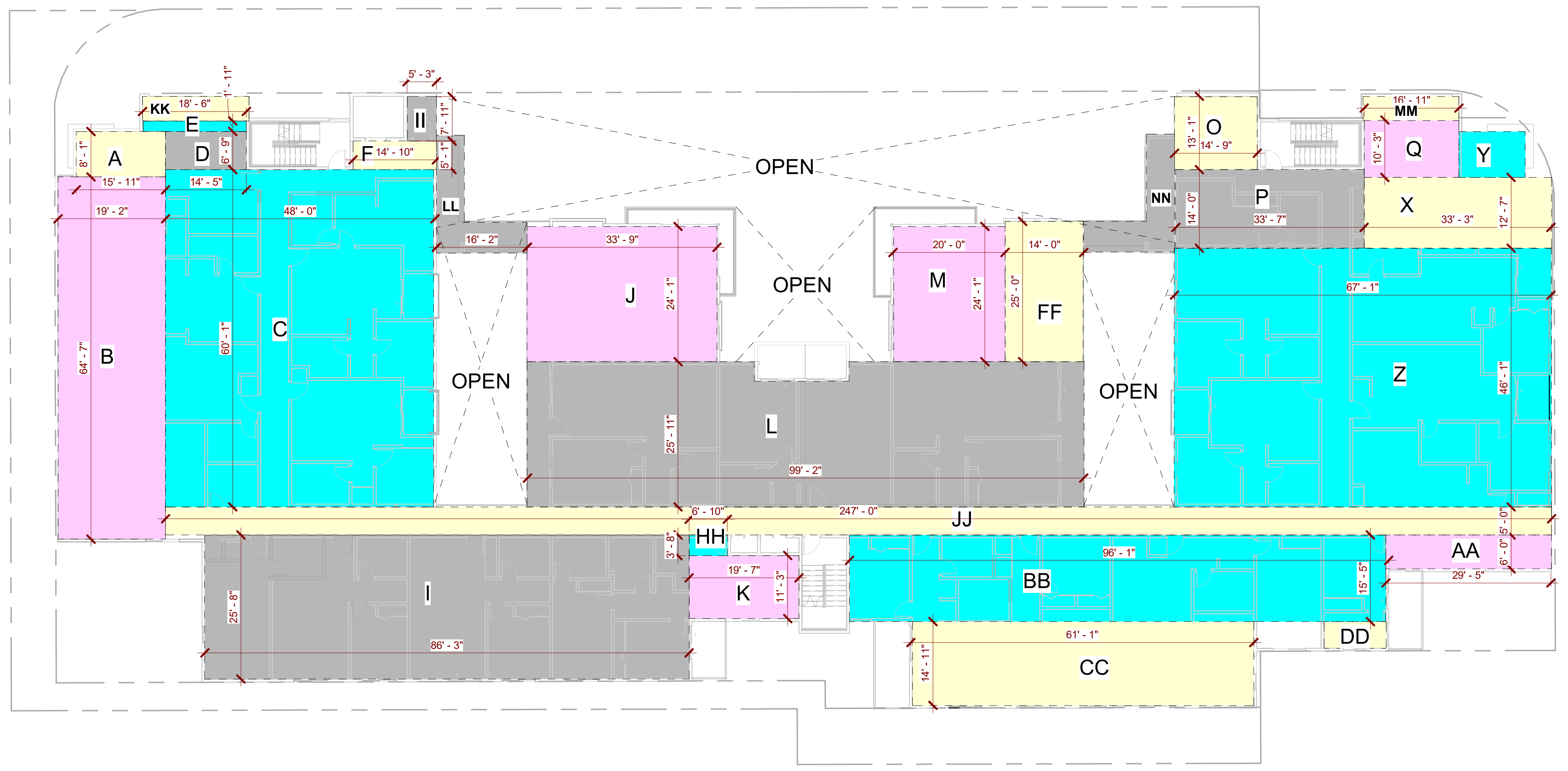
DRAWN BY:
Author

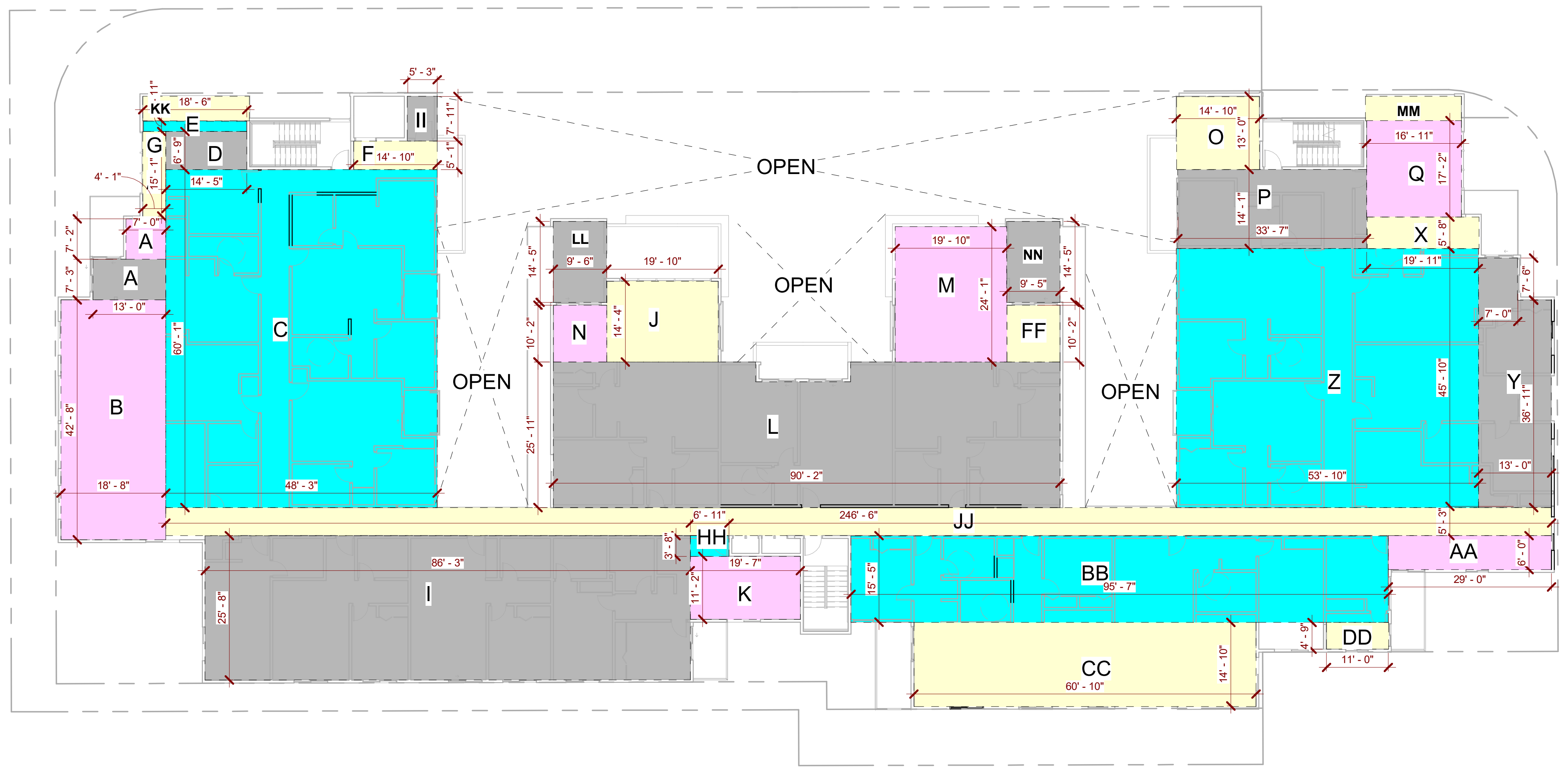
APROVED BY:
Approver

SHEET NO:
A3.13



② FAR-6th Floor
3/64" = 1'-0"

6TH FLOOR			
AREA	W.	L.	S.F.
A	8.08'	15.9'	128.47
B	19.16'	64.58'	1,237.35
C	48'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G			
H			
I	25.75'	86.25'	2,220.93
J	24.83'	37.25'	924.91
K	19.58'	11.25'	220.27
L	25.91'	99.16'	2,569.2-58.9 (balcony) = 2510.3
M	24.08'	19.83'	477.50
N			
O	13'	14.75'	191.75
P	14'	33.84'	473.76
Q	10.16'	16.91'	171.80
X	12.58'	33.25'	418.28
Y	8.16'	11.75'	95.88
Z	46.08'	67.08'	3091.04
AA	6'	29.41	176.46
BB	15.41'	95.58'	1,472.88
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE			
FF	13.91'	16.08'	223.67
HH	3.66'	6.91'	25.29
II	5.16'	8'	41.28
JJ	5'	246.91'	1,234.55
KK	4.33'	18.91'	81.88
LL	32.16'	10.5'	337.68
MM	4.33'	16.91'	73.22
NN	32.16'	10.5'	337.68
OO			
TOTAL		20,217.71	



① FAR-7th Floor
3/64" = 1'-0"

7TH FLOOR			
AREA	W.	L.	S.F.
A	7'	7.16'	50.12
A	7.25'	13'	94.25
B	42.66'	18.66'	796.03
C	48.25'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G	4.08'	15.08'	61.52
H			
I	25.75'	86.25'	2,220.93
J	19.83'	14.33'	284.16
K	19.58'	11.25'	220.27
L	25.91'	90.16'	2,569.2-58.9 (balcony) = 2510.3
M	19.83'	24.08'	477.5
N	10.16'	9.5'	96.52
O	13'	14.75'	191.75
P	14.08'	33.58'	472.8
Q	17.16'	16.91'	290.17
X	19.91'	5.66'	112.69
Y	37'	13'	481
Y	7'	7.5'	52.5
Z	45.83'	53.83'	2467.02
AA	6'	29.4'	176.46
BB	15.41'	95.58'	1,472.88
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE			
FF	10.16'	9.41'	347.75
HH	3.66'	6.91'	25.29
II	5.16'	8.0'	41.28
JJ	5'	246.91'	1,234.55
KK	4.33'	18.91'	81.88
LL	9.41'	14.41'	135.5
MM	4.33'	16.91'	73.22
NN	9.41'	14.41'	135.5
TOTAL		18,352.46	

TOTAL FAR AREA CALCULATION= 455.57 S.F.+1,250.73 S.F.+21,621.9 S.F.+21,584.25 S.F.+20217.71 S.F.+20217.71 S.F.+20217.71 S.F. +18352.46 S.F.=123,918.04 S.F.

MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
2	
3	

SHEET TITLE: FAR CALCULATION

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
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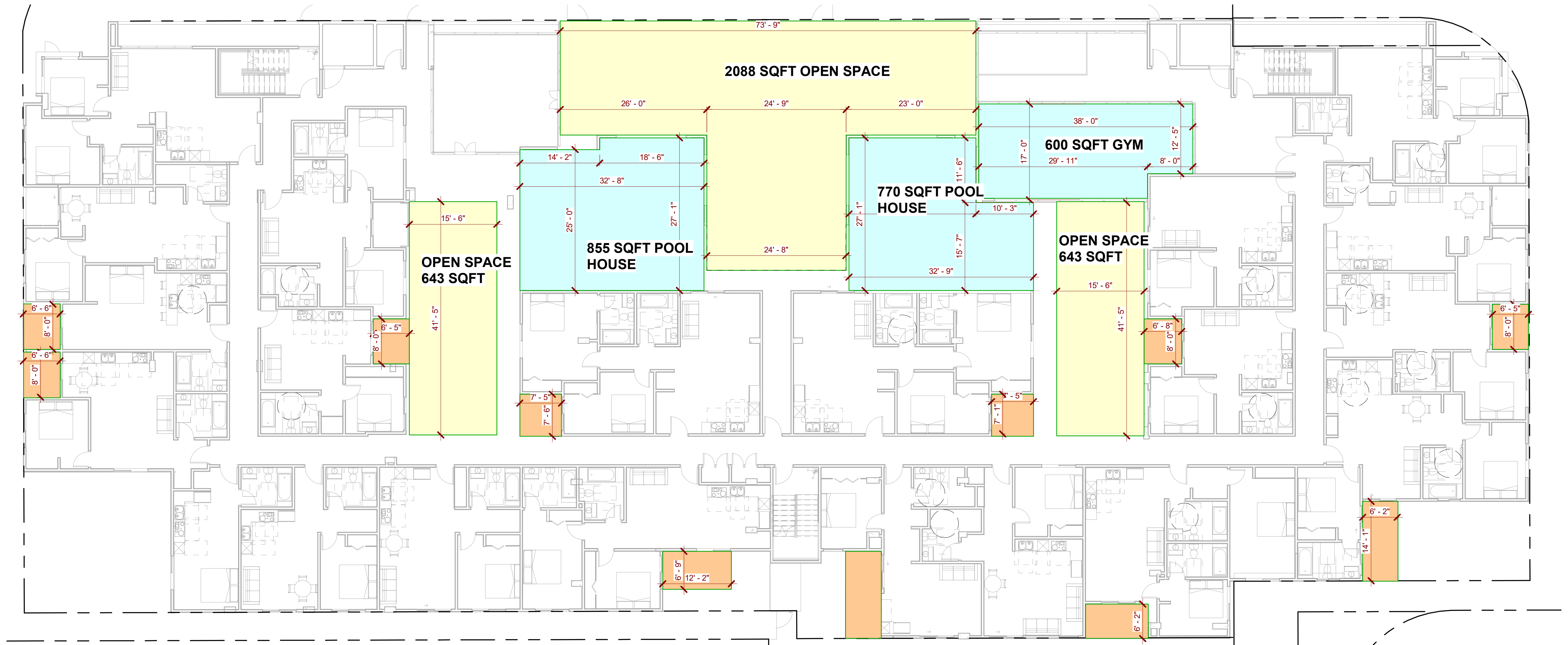
DATE:
10/31/2023 1:05:29 PM

DRAWN BY:
Author

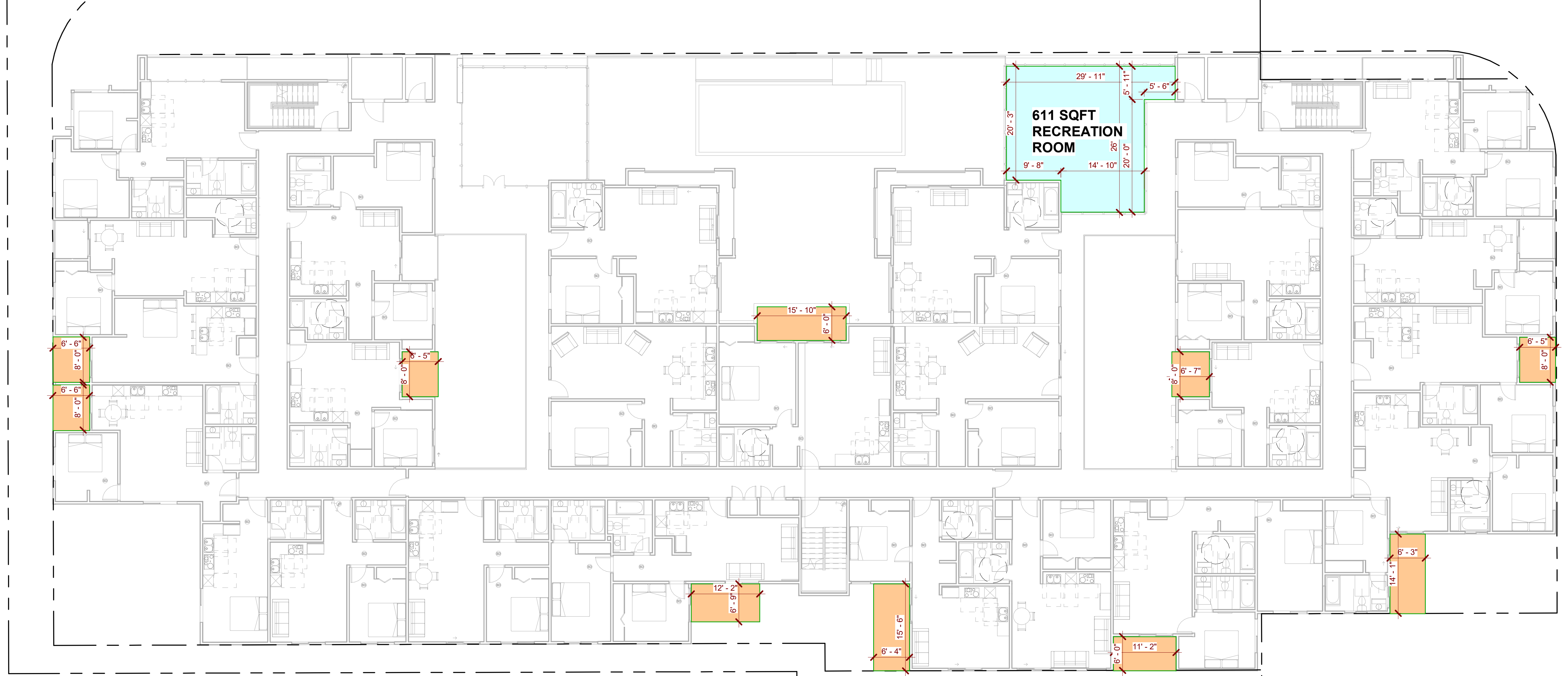
APROVED BY:
Approver

SHEET NO:
A3.14



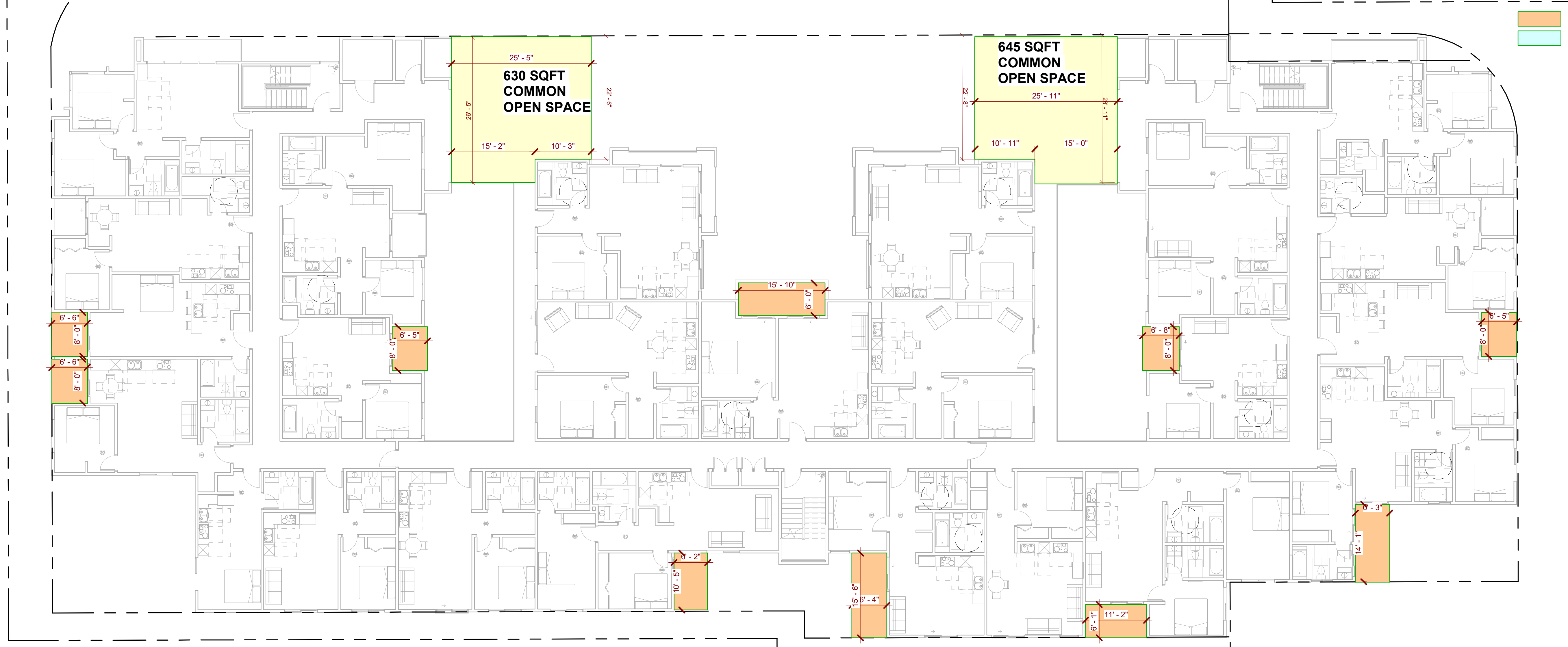
11 BALCONIES X50 SQFT=550 SQFT
GYM&POOL HOUSE(COVERED)=2,225 SQFT
COMMON OPEN SPACE(UNCOVERED)=3,374 SQFT
TOTAL: 550 SQFT+2,225 SQFT+3,374SQFT=6,149 SQFT

① 2nd Floor Open Space
1/16" = 1'-0"



10 BALCONIES X50 SQFT=500 SQFT
RECREATION ROOM (COVERED)=611 SQFT
TOTAL: 500 SQFT+611 SQFT=1,111 SQFT

② 3rd Floor Opon Space
1/16" = 1'-0"



10 BALCONIES X50 SQFT=500 SQFT
COMMON OPEN DPACE(UNCOVERED)=1,275 SQFT
TOTAL: 500 SQFT+1,275 SQFT=1,775 SQFT

③ 4th Floor Open Space
1/16" = 1'-0"

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MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

SHEET TITLE: OPEN SPACE DIAGRAM

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161   Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:

DATE:
10/31/2023 1:05:36 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.15

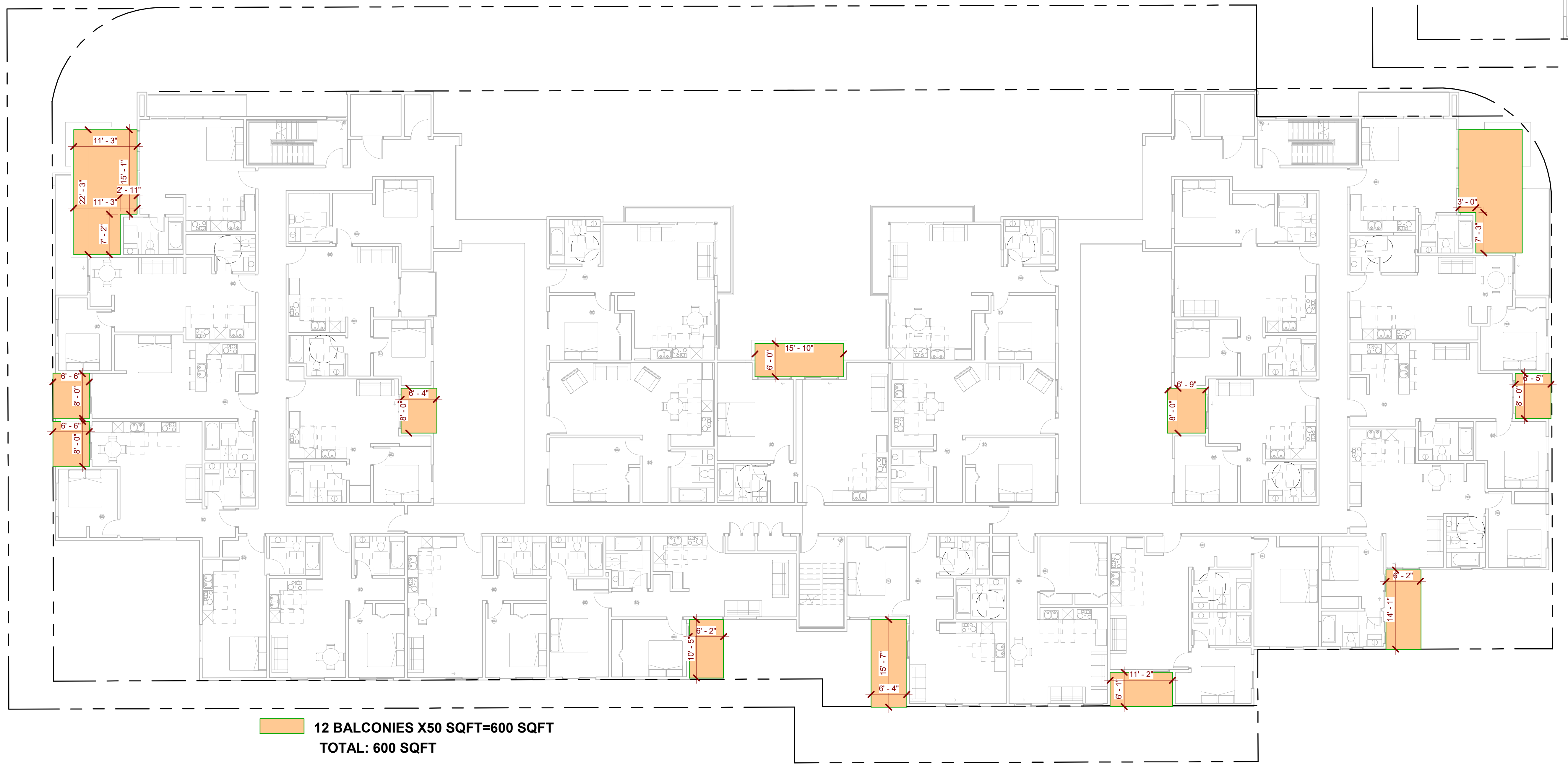
10 BALCONIES X50 SQFT=500 SQFT

TOTAL: 500 SQFT

① 5th Floor Open Space
1/16" = 1'-0"

14 BALCONIES X50 SQFT=700 SQFT

③ 7th Floor Open Space
1/16" = 1'-0"



12 BALCONIES X50 SQFT=600 SQFT

TOTAL: 600 SQFT

② 6th Floor Open Space
1/16" = 1'-0"

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MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
2	
3	

SHEET TITLE: OPEN SPACE DIAGRAM

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
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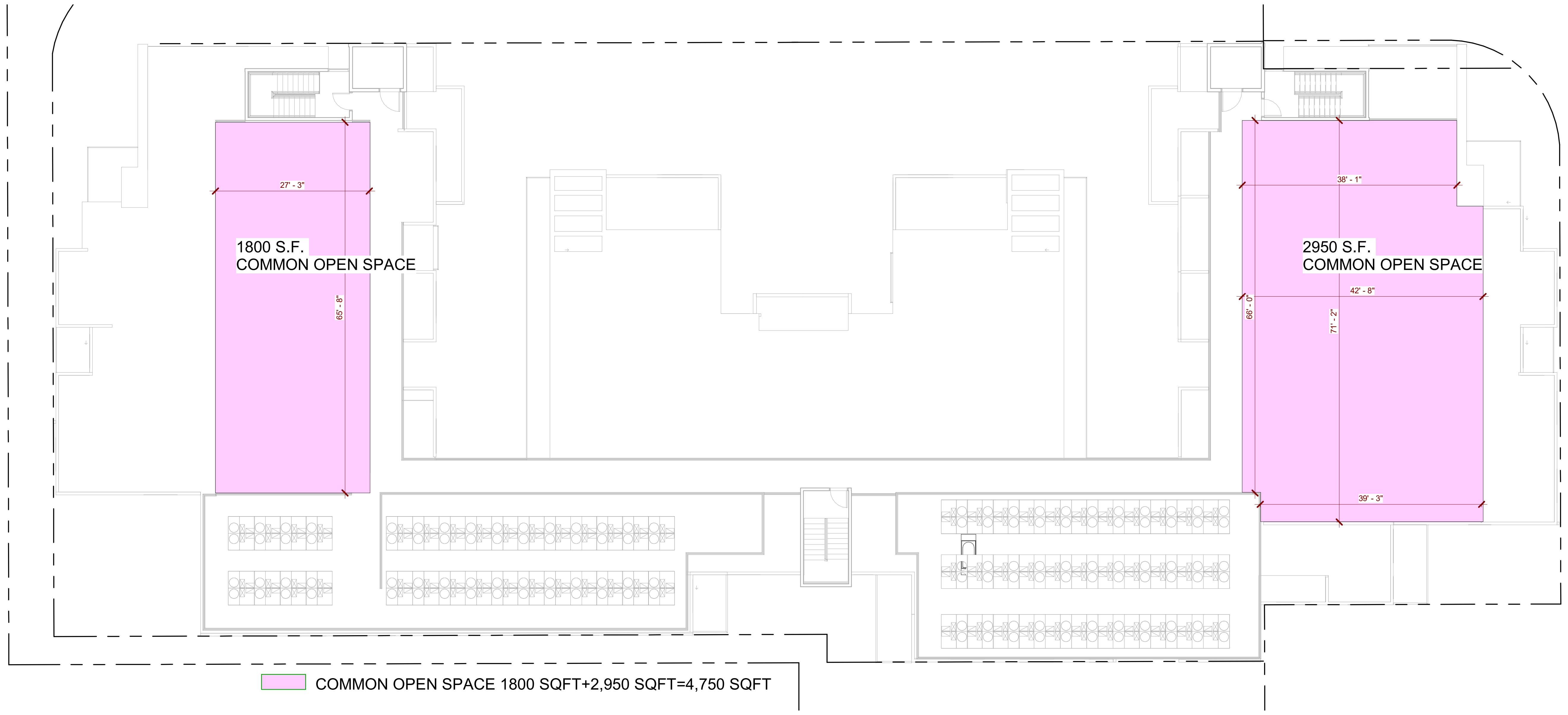
DATE:
10/31/2023 1:05:41 PM

DRAWN BY:
Author

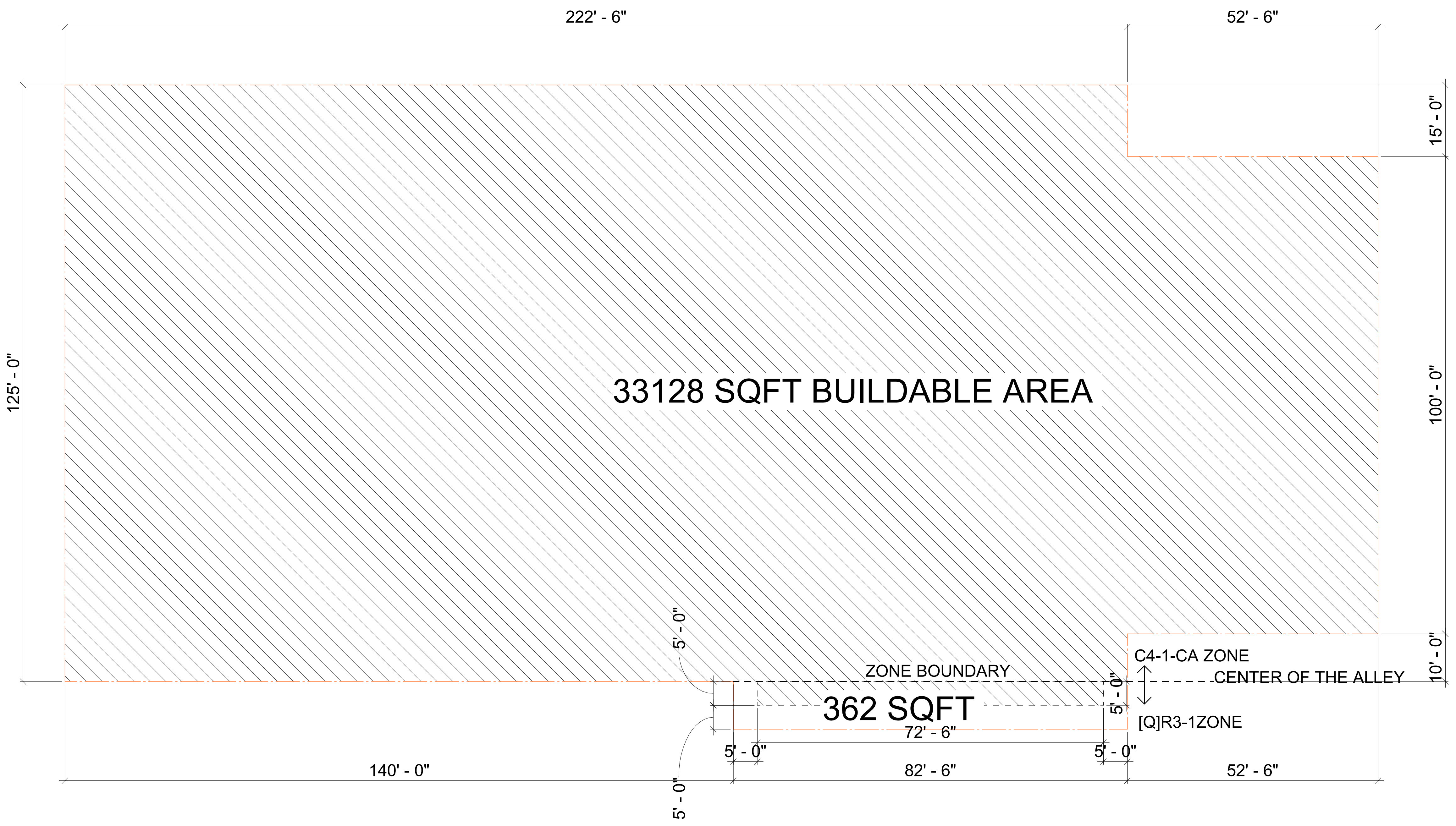
APROVED BY:
Approver

SHEET NO:

A3.16



① Roof Plan Open Space
1/16" = 1'-0"



② BUILDABLE AREA CALCULATION
1" = 20'-0"

MALY ARCHITECTS INC.

REVISIONS	DATE:
1	
2	
3	
NO.	

SHEET TITLE: OPEN SPACE DIAGRAM & BUILDABLE AREA

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
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Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
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10/31/2023 1:05:42 PM

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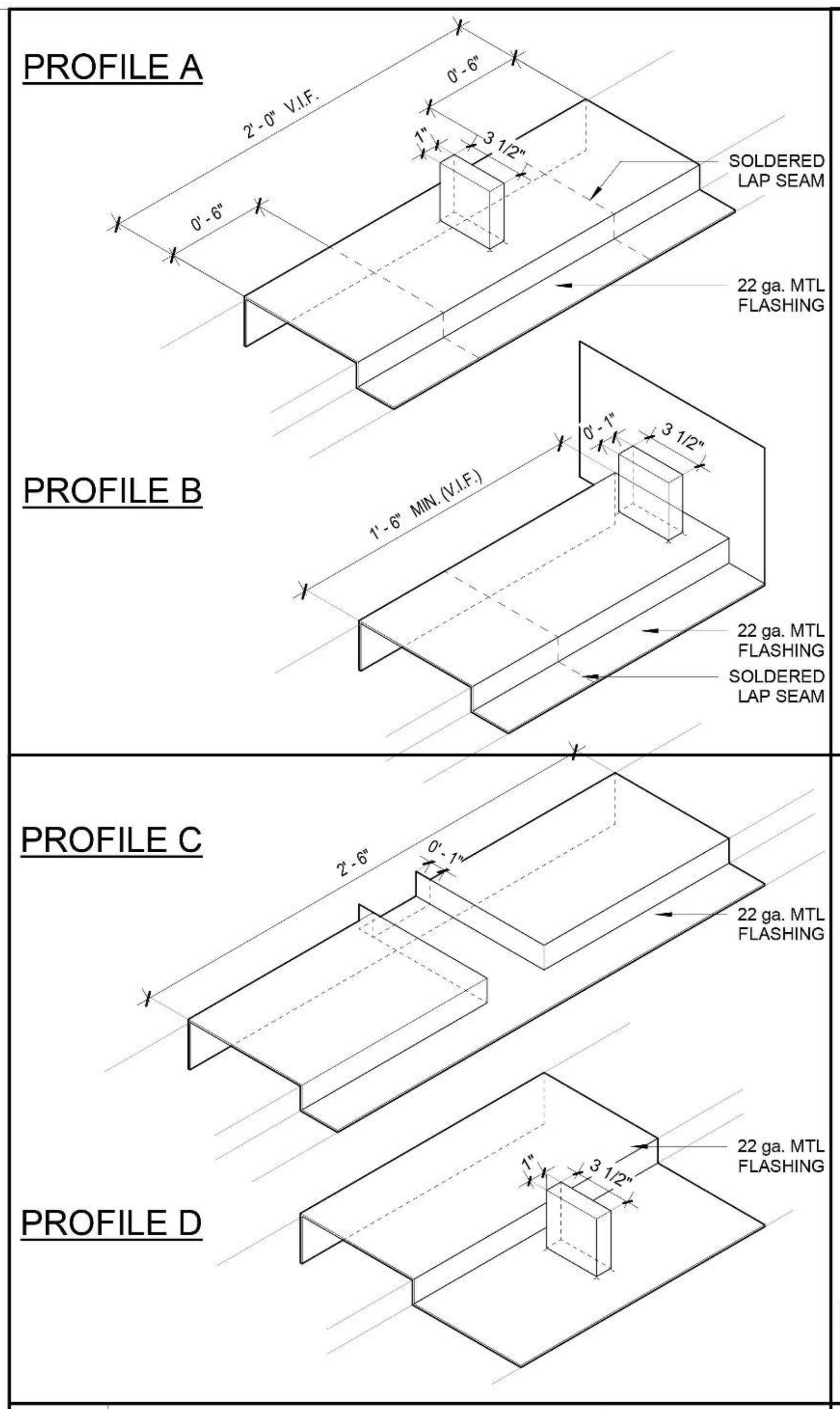
Author

APROVED BY:
Approver

SHEET NO:

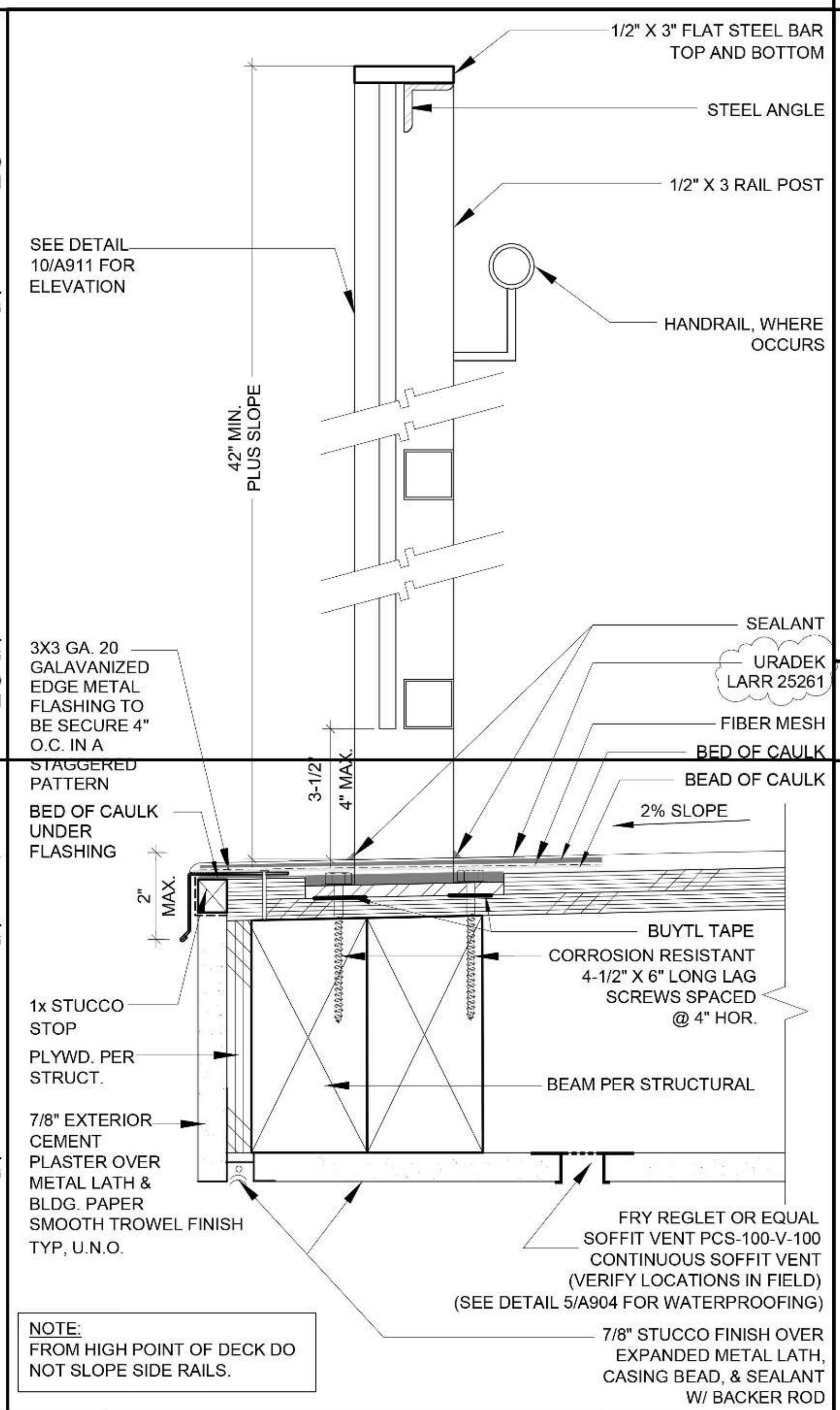
A3.17



9 METAL FLASHING PROFILES

FIRE RATING

1 1/2" = 1'-0"



NOTE:
FROM HIGH POINT OF DECK DO NOT SLOPE SIDE RAILS.

7 GUARDRAIL AT STUCCO FINISH DECK

FIRE RATING

3" = 1'-0"

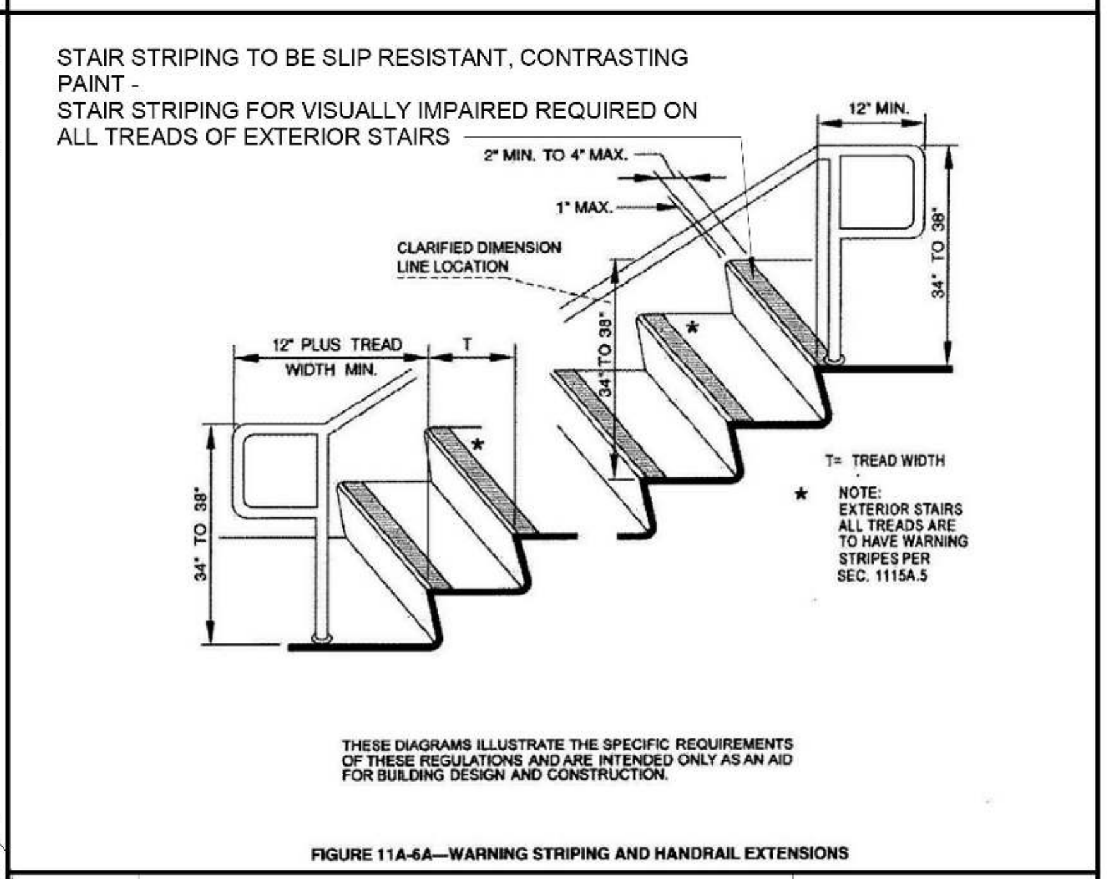
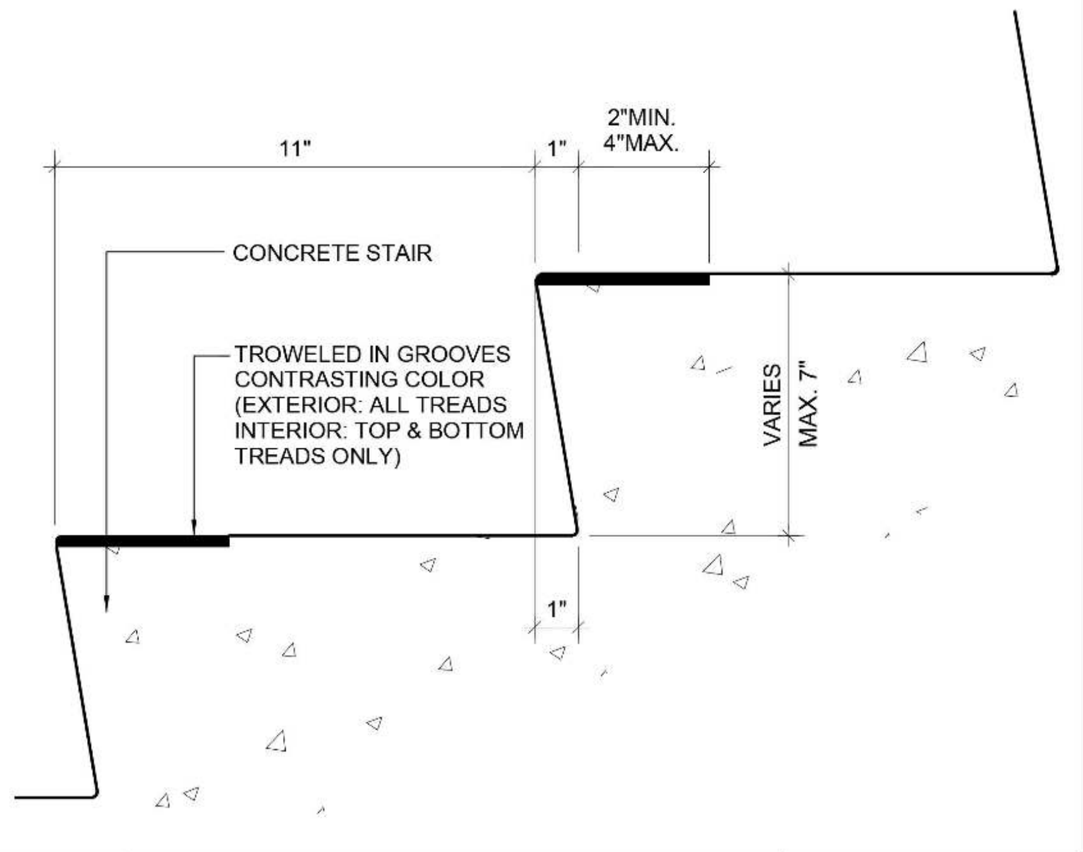


FIGURE 11A-6A—WARNING STRIPING AND HANDRAIL EXTENSIONS

4 TYPICAL STAIR STRIPPING

FIRE RATING

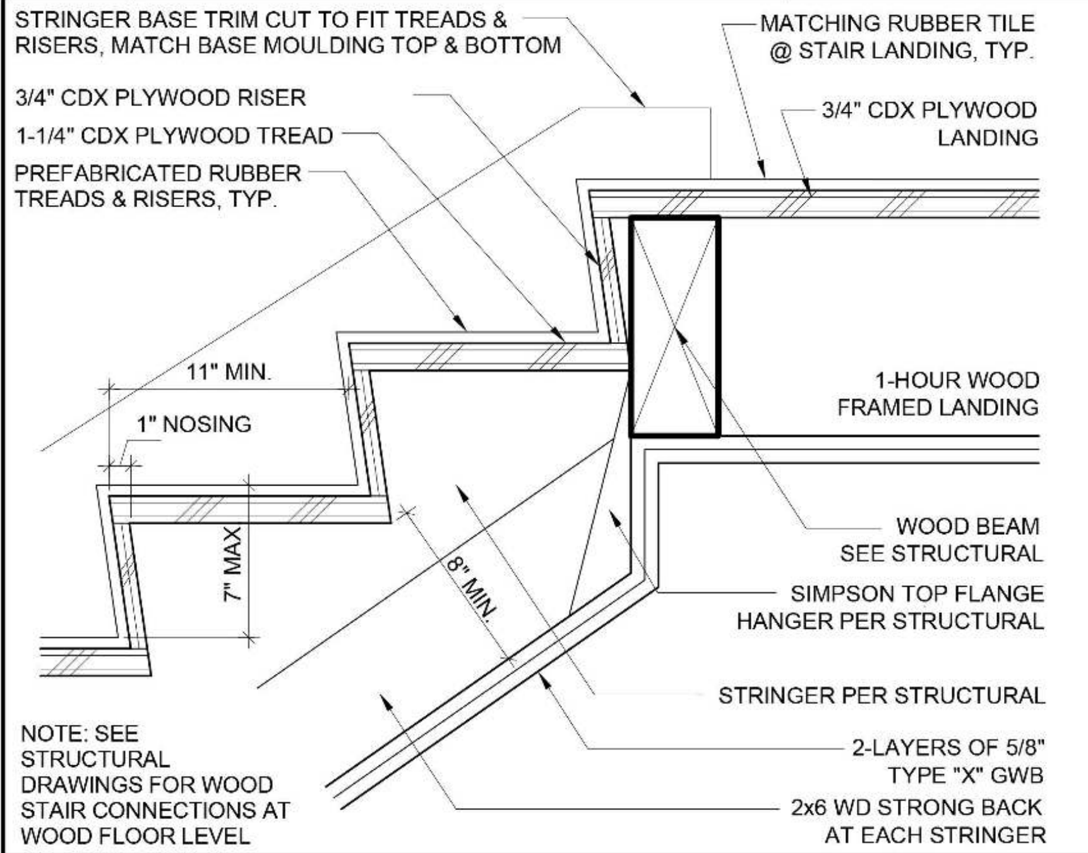
N.T.S.



3 NON-SLIP NOSING AT CONC. STAIR

FIRE RATING

3" = 1'-0"

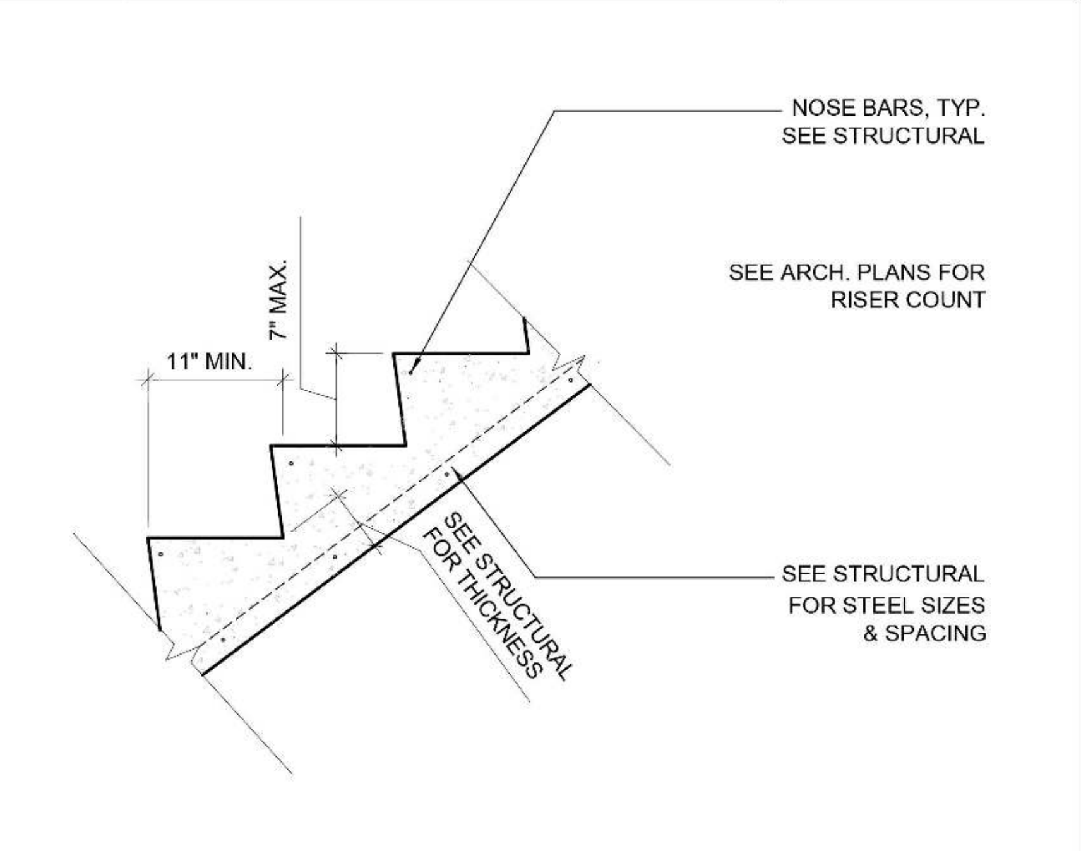


NOTE: SEE STRUCTURAL DRAWINGS FOR WOOD STAIR CONNECTIONS AT WOOD FLOOR LEVEL

6 ONE HOUR WOOD STAIR AT TOP LANDING

FIRE RATING

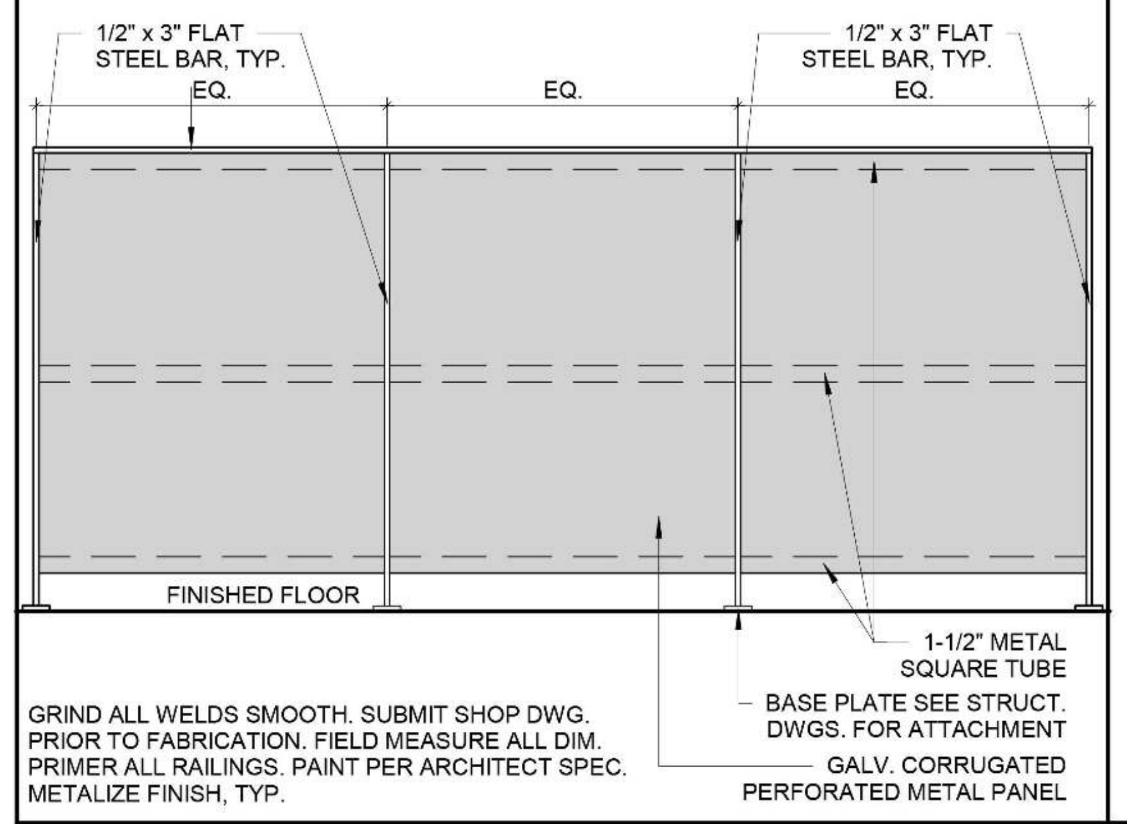
1 1/2" = 1'-0"



2 GENERIC CONCRETE STAIRS

FIRE RATING

N.T.S.

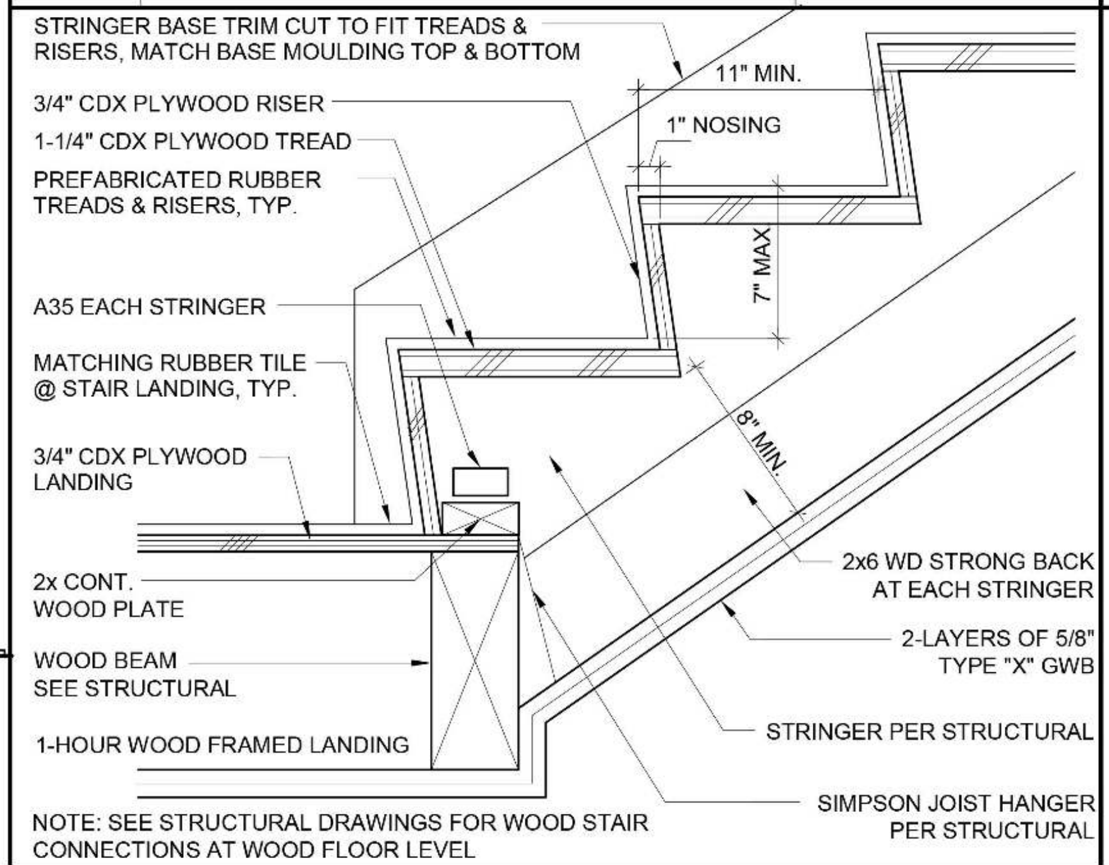


GRIND ALL WELDS SMOOTH. SUBMIT SHOP DWG. PRIOR TO FABRICATION. FIELD MEASURE ALL DIM. PRIMER ALL RAILINGS. PAINT PER ARCHITECT SPEC. METALIZE FINISH, TYP.

8 42" HIGH VERTICAL PICKET GUARDRAIL

FIRE RATING

3/4" = 1'-0"

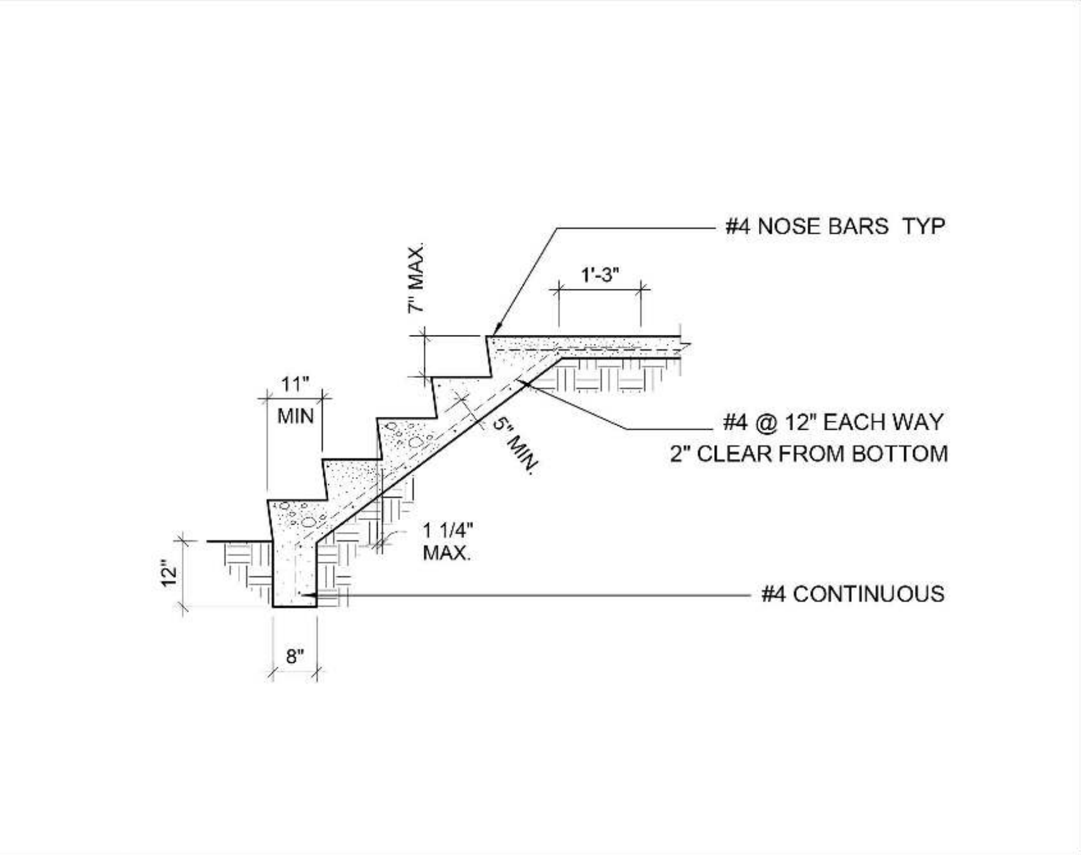


NOTE: SEE STRUCTURAL DRAWINGS FOR WOOD STAIR CONNECTIONS AT WOOD FLOOR LEVEL

5 ONE HOUR WOOD STAIR AT LANDING

FIRE RATING

1 1/2" = 1'-0"



1 GENERIC CONCRETE STAIRS ON GRADE

FIRE RATING

N.T.S.

MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

SHEET TITLE: Stair Details

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
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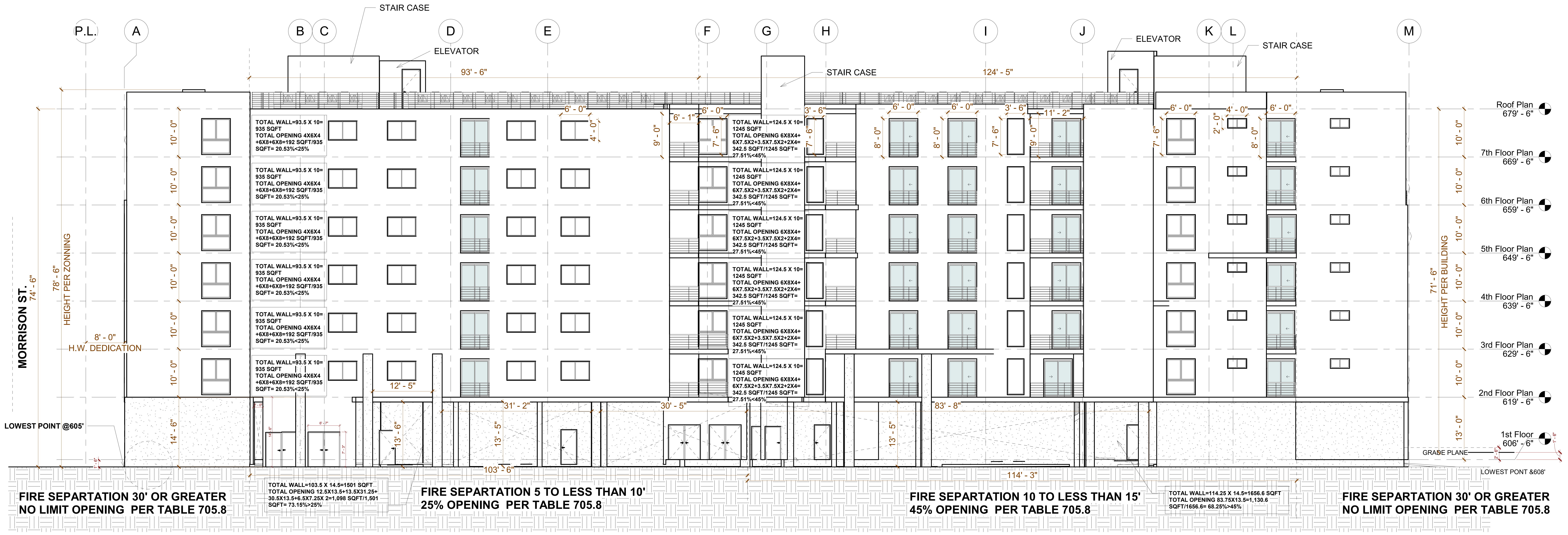
DATE:
10/31/2023 1:05:43 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.18



TOTAL WALL=93.5 X 10= 935 SQFT TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=93.5 X 10= 935 SQFT TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=93.5 X 10= 935 SQFT TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=93.5 X 10= 935 SQFT TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=93.5 X 10= 935 SQFT TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=93.5 X 10= 935 SQFT TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=124.5 X 10= 1245 SQFT TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

TOTAL WALL=124.5 X 10= 1245 SQFT TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

TOTAL WALL=124.5 X 10= 1245 SQFT TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

TOTAL WALL=124.5 X 10= 1245 SQFT TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

TOTAL WALL=124.5 X 10= 1245 SQFT TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

TOTAL WALL=124.5 X 10= 1245 SQFT TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

FIRE SEPARATION 30' OR GREATER
NO LIMIT OPENING PER TABLE 705.8

TOTAL WALL=103.5 X 14.5=1501 SQFT TOTAL OPENING 12.5X13.5+13.5X31.25+ 30.5X13.5+6.5X7.25X 2=1,098 SQFT/1,501 SQFT= 73.15%>25%

FIRE SEPARATION 5 TO LESS THAN 10'
25% OPENING PER TABLE 705.8

FIRE SEPARATION 10 TO LESS THAN 15'
45% OPENING PER TABLE 705.8

TOTAL WALL=114.25 X 14.5=1656.6 SQFT TOTAL OPENING 83.75X13.5=1,130.6 SQFT/1656.6= 68.25%>45%

FIRE SEPARATION 30' OR GREATER
NO LIMIT OPENING PER TABLE 705.8

① East Elevation
1" = 10'-0"

② NORTH ELEVATION
1/8" = 1'-0"

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

SHEET TITLE: ELEVATIONS

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23

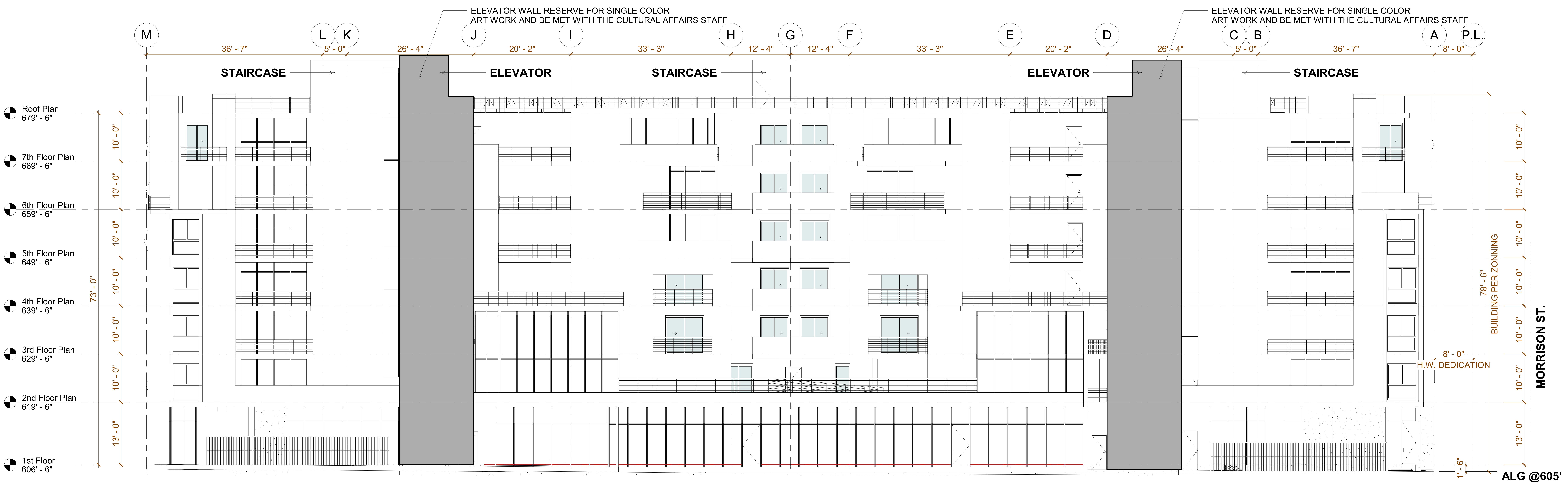
PROJECT NO:
`

DATE:
10/31/2023 1:06:02 PM

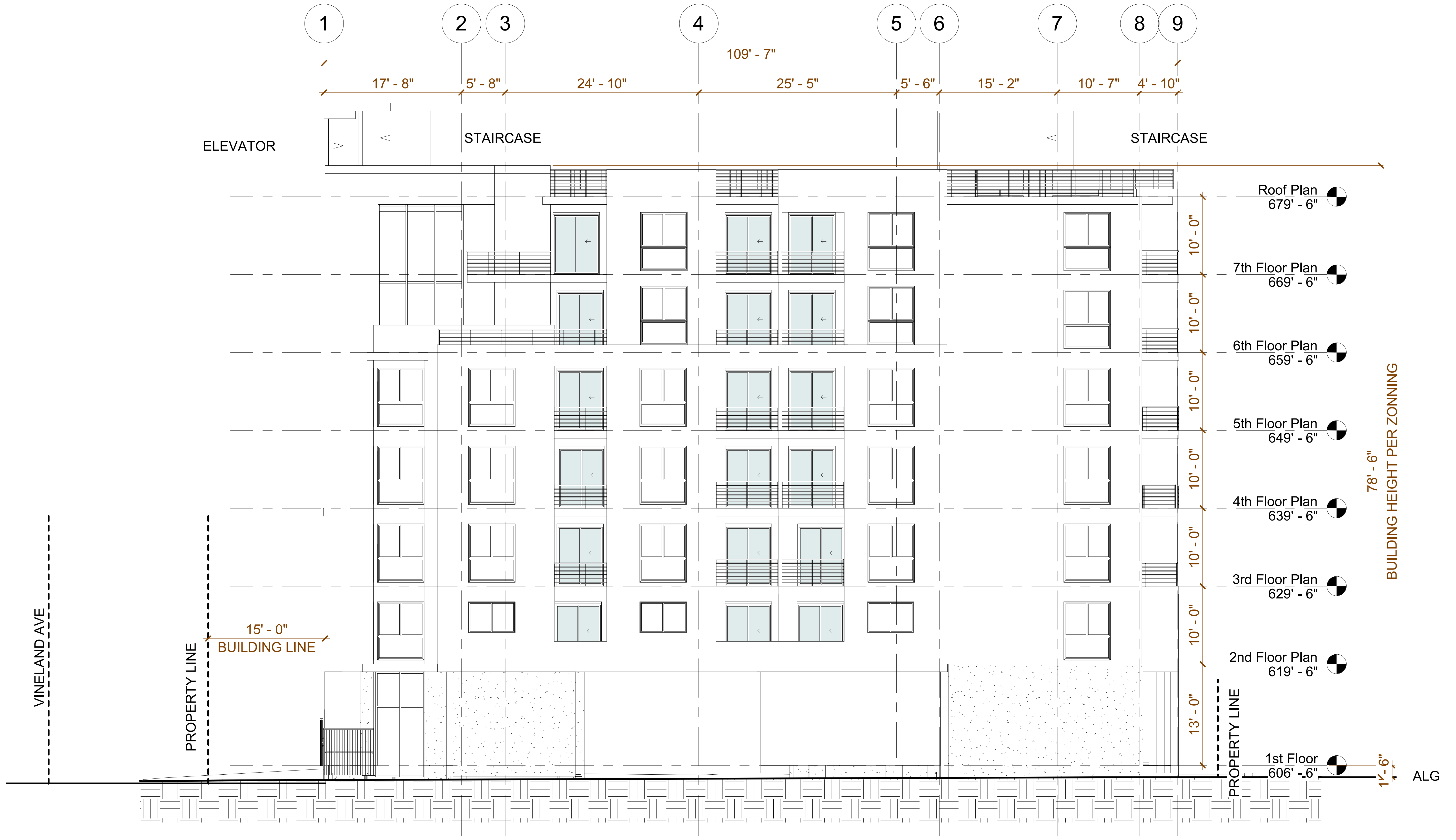
DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A4.01



2 West Elevation
1" = 10'-0"



1 SOUTH ELEVATION
1" = 10'-0"

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MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: ELEVATIONS

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

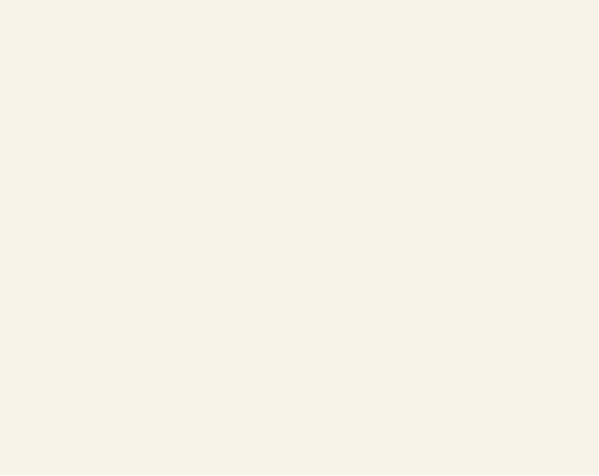
PROJECT NO:

DATE:
10/31/2023 1:06:08 PM
DRAWN BY:
Author
APROVED BY:
Approver

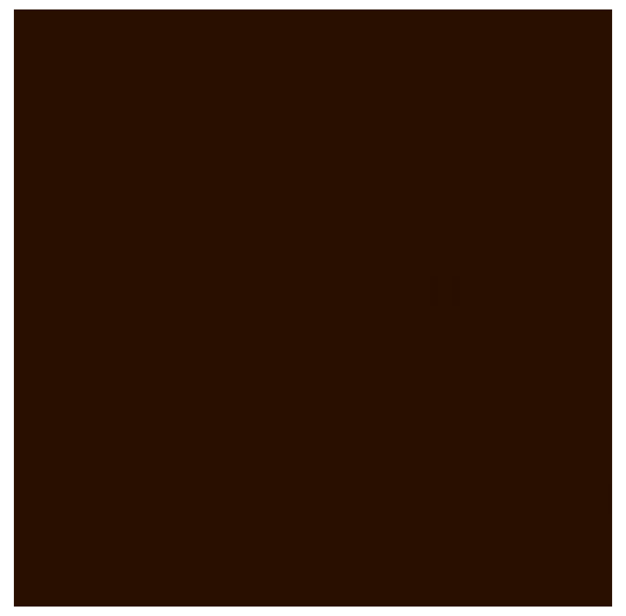
SHEET NO:
A4.02

1 **DARK BROWN WOOD SIDING**

2 **SMOOTH STUCCO:**
COLOR: EGG SHELL
X-73 (76)
BASE 100
MANUFACTURER BY:
LAHABRASTUCCO



3 **SMOOTH STUCCO:**
SW6048



4 **SMOOTH STUCCO:**
SW7675

5 **GLASS RAILING:**
High quality stainless steel either AISI 304 .
Finishes are 240 grain and bead blasted.
Railings are 1-1/2” and 2-1/2” stainless.
Model :CIRCUM™ Round Post Railing System.
Manufacturer by:HDI RAILING SYSTEMS

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MALY ARCHITECTS INC.

REVISIONS

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OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

SHEET TITLE: MATERIAL BOARD

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
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Approver

SHEET NO:

A4.03

MALY ARCHITECTS INC.

NO.	DATE:
1	
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REVISIONS

SHEET TITLE: 3D VIEWS

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

FARZIN MALY
NO. C-33731
05-31-23

PROJECT NO:

DATE:
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Author

APROVED BY:
Approver

SHEET NO:

A4.04

① 3D View 1

② 3D View 2

MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
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	3	

OWNER AND PROJECT ADDRESS:

NOHO PROPERTIES LLC.

5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

SHEET TITLE: 3D VIEWS

ARCHITECT:

FARZIN MALY

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Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

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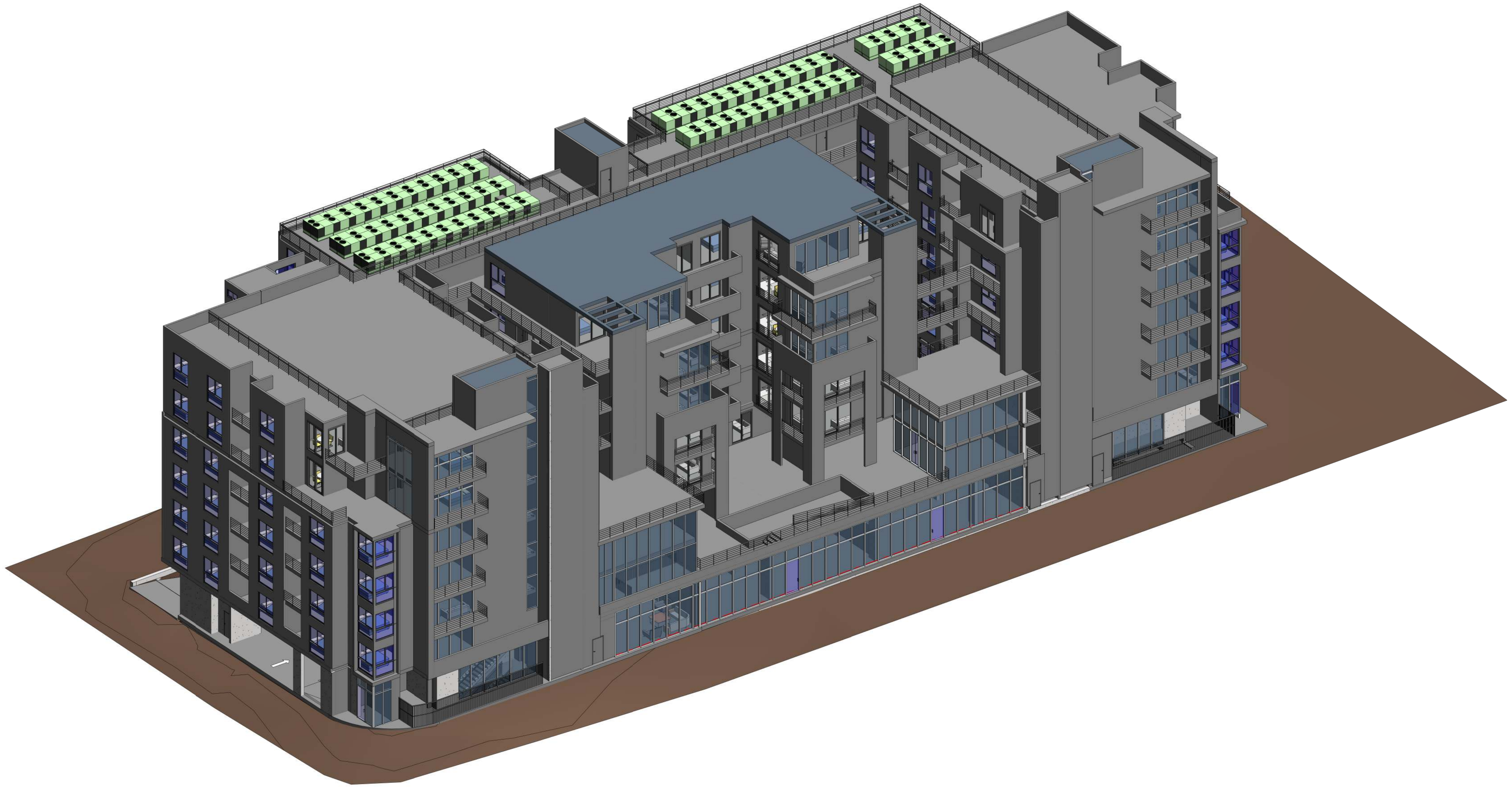
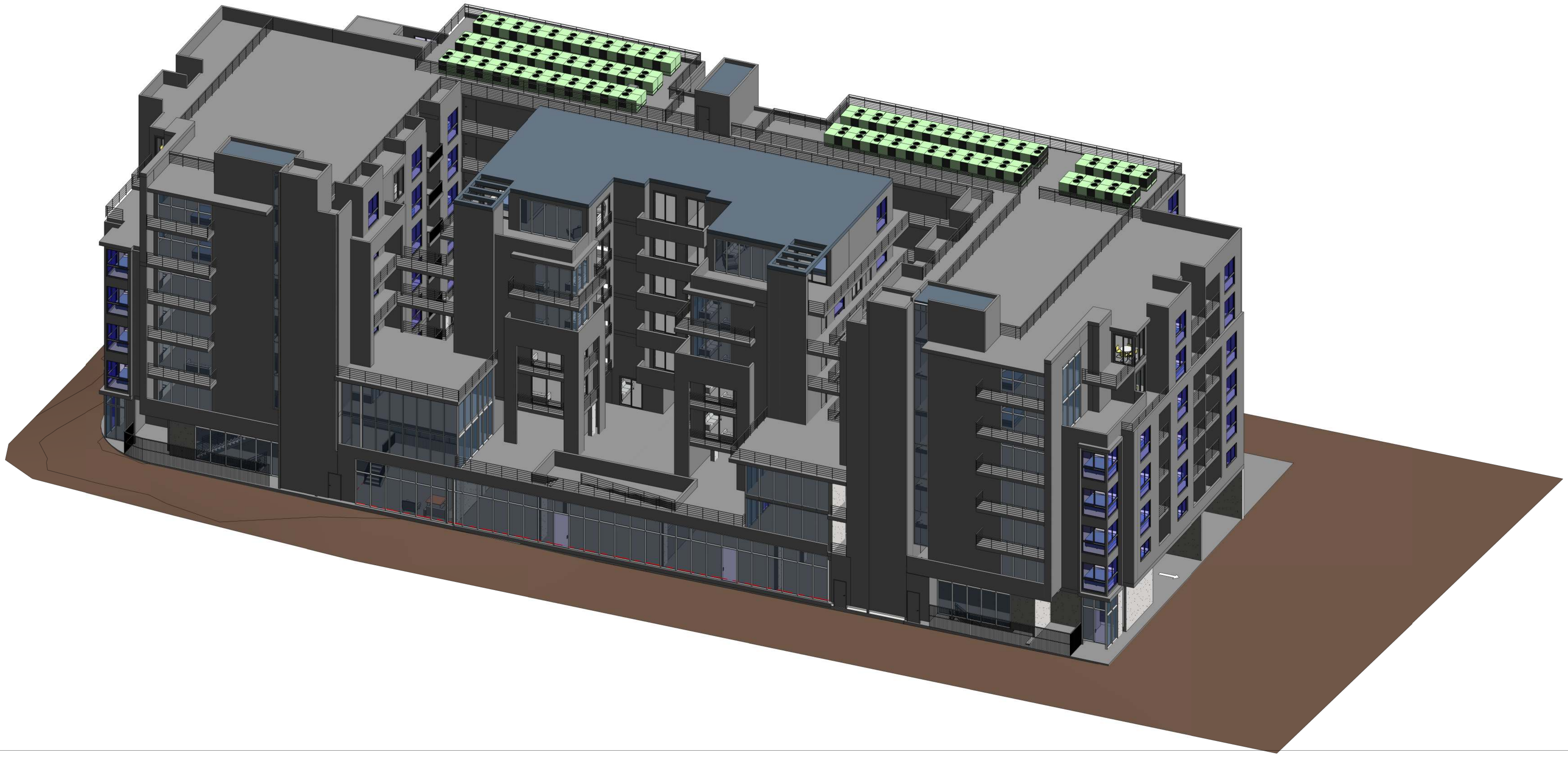
A4.05





MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

SHEET TITLE: 3D VIEWS

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

LICENSED ARCHITECT
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:
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10/31/2023 1:06:55 PM

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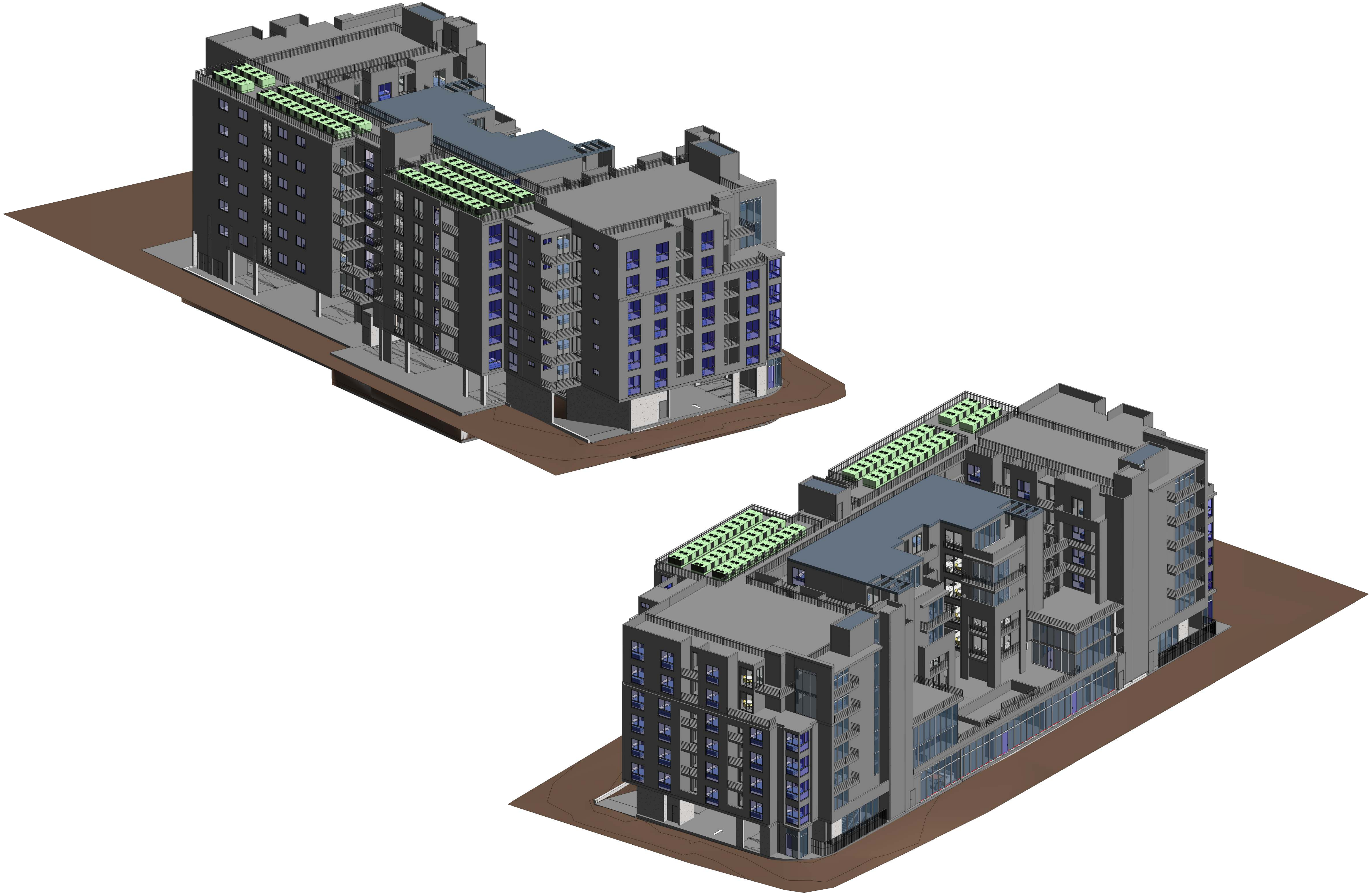
Author

APROVED BY:
Approver

SHEET NO:
A4.06



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MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

SHEET TITLE: 3D VIEW

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23

PROJECT NO:
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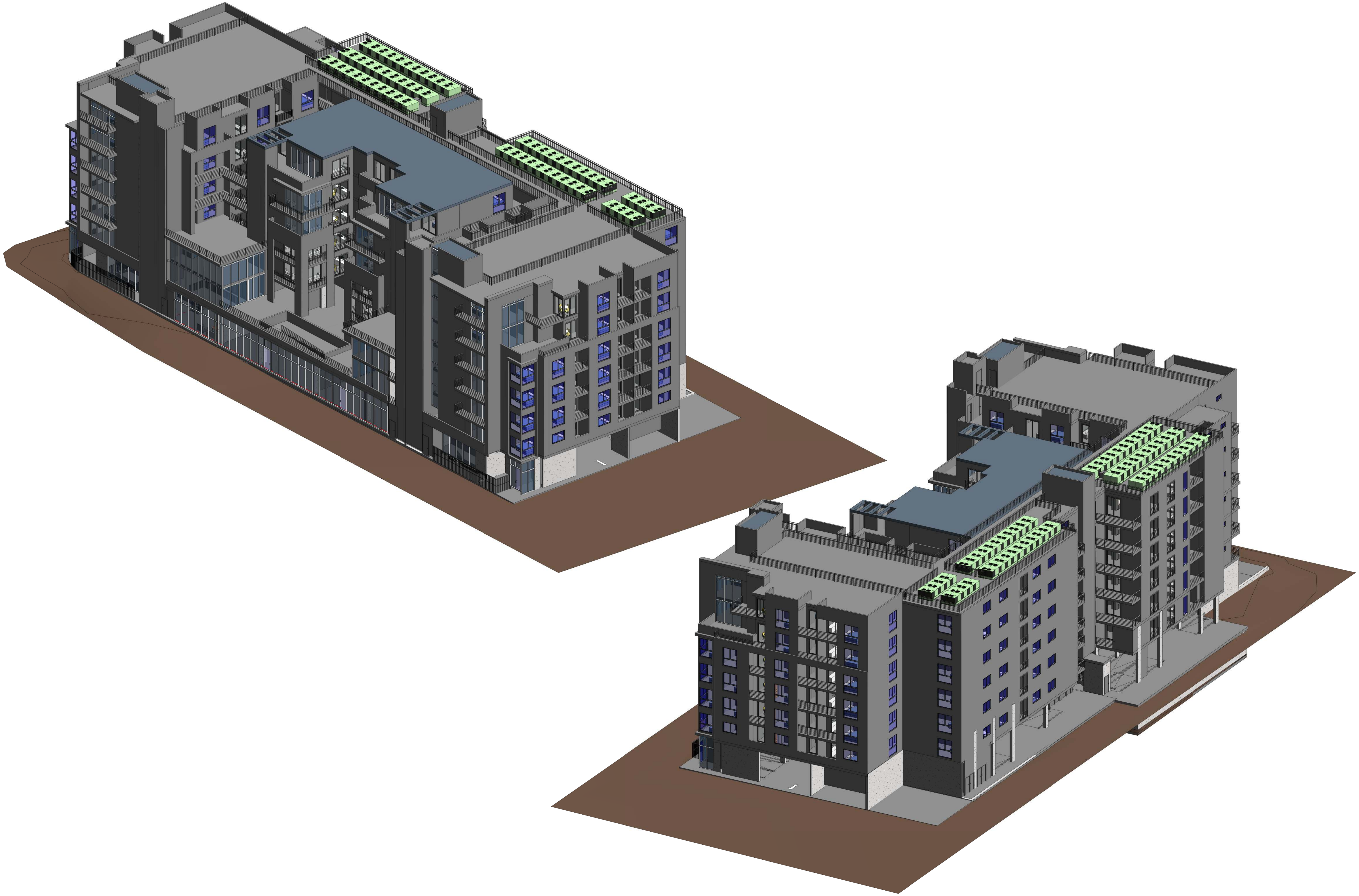
SHEET NO:

A4.07



MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
2	
3	

SHEET TITLE: 3D VIEW

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:
`

DATE:
10/31/2023 1:07:14 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A4.08

② Section 5
1" = 10'-0"

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MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
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3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: SECTIONS

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
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Ph: 818 770 0161 Email: farzin.maly@gmail.com

NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:

DATE:
10/31/2023 1:07:16 PM

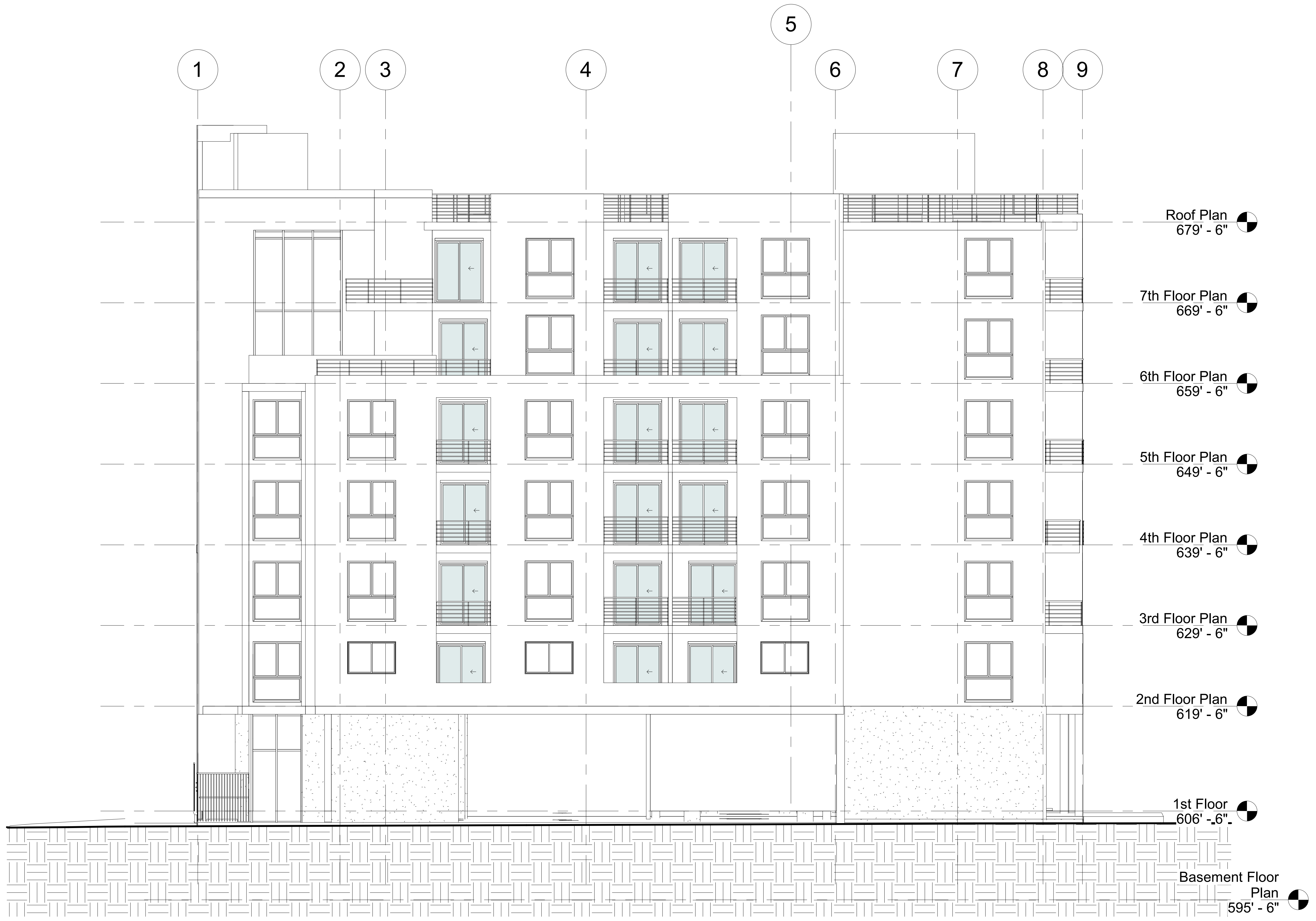
DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:

A5.01

1 Section 3
1" = 10'-0"



2 Section 7
1" = 10'-0"

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

SHEET TITLE: SECTIONS

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
`

DATE:
10/31/2023 1:07:20 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A5.02

Door Schedule

Type Number	Door Type	Quantity	Type	Width	Height	Thickness	Material	Fire Rating	Description
1	EXTERIOR GLASS DOOR	20		8' - 0"	8' - 0"				
2	Elevator	19		3' - 6"	8' - 0"	0' - 2"		90 Mins	S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
3		30		3' - 0"		0' - 2"			S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
4	Unit Entry	134		3' - 0"	7' - 0"	0' - 2"			
5	Bedroom and Bathroom	340		2' - 8"	7' - 0"	0' - 2"			
6	EXTERIOR GLASS DOOR	127		6' - 0"	8' - 0"			None-Rated	
7	CLOSET DOOR	98		5' - 0"	7' - 0"	0' - 2"		None-Rated	Closet Door
9		34							
10	GLASS DOOR	2		3' - 0"	7' - 0"	0' - 2"			
11	Trash Chute	28		2' - 0"	7' - 0"	0' - 2"		90 Mins	S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
12	Maintenace , utility and Trash Rooms	20		3' - 0"	7' - 0"	0' - 2"			Metal Door
17		2		5' - 0"	8' - 0"				

NOTE: ALL DOORS SHALL BE SEALED TOP AND BOTTOM, SELECTED BY OWNER, CONTRACTOR INSTALLED.

Window Schedule

Number	Type	Count	Model	Width	Height	Type Comments	Description
2	HABITABLE SPACE_6' W x 4' H	27		6' - 0"	4' - 0"		
4	HABITABLE SPACE_4' W x 2' H	18		4' - 0"	2' - 0"		
6	Fixed_8" W x 7-6' H	12		3' - 6"	7' - 6"		
7	6'-0""W x 5'-0"H 3	132	AP-C60 6200T ISOLOCK	6' - 0"	7' - 6"		Fixed Window over Awning Window

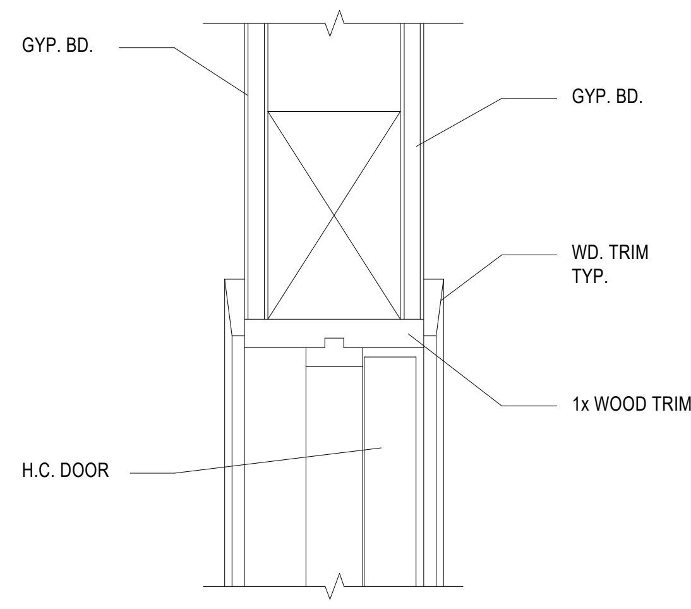
NOTE: ALL NEW WINDOWS SHALL BE DUAL GLAZED ALUM. FRAME WINDOWS U=0.87 MIN., SELECTED BY OWNER, CONTRACTOR INSTALLED.
WINDOWS SHALL MEET EGRESS REQUIREMENTS SECTION (CBC 310.4).

DOOR AND WINDOW NOTES

1. ALL GLASS WITHIN 18" OF THE FINISHED FLOOR SHALL BE FULLY TEMPERED.
2. ALL EGRESS OR RESCUE WINDOWS FROM SLEEPING ROOMS SHALL BE PROVIDED WITH A MINIMUM CLEAR OPENING OF 5.7 SQUARE FEET WITH THE MINIMUM NET WIDTH DIMENSION OF THE OPENING NOT LESS THAN 20'. WHERE WINDOWS ARE PROVIDED AS A MEANS OF EGRESS OR RESCUE. THEY SHALL HAVE A FINISHED SILL HEIGHT OF NOT MORE THAN 44" ABOVE THE ADJACENT FINISHED FLOOR.
3. ALL EXTERIOR DOORS AND WINDOWS SHALL COMPLY WITH THE BUILDING CODE SECURITY REQUIREMENTS AS ADOPTED BY THE LOCAL BUILDING DEPARTMENT AND SPECIFIED ELSEWHERE ON THIS SHEET.
4. FRENCH DOORS AND WINDOWS USED AS A MEANS TO PROVIDE MINIMUM VENTILATION REQUIREMENTS SHALL BE OPEN-ABLE AND SHALL BE PROVIDED WITH SCREENS UNLESS NOTED OTHERWISE ON THE PLANS AND SPECIFICATIONS. ALL SUCH DOORS AND WINDOWS SHALL BE EQUIPPED WITH A MECHANICAL HOLD OPEN DEVICE.
5. CONTRACTOR SHALL VERIFY EXACT ROUGH OPENING HEIGHT AND WIDTH OF ALL DOORS AND WINDOWS WITH DOOR AND WINDOW MANUFACTURER PRIOR TO START OF ROUGH FRAMING.
6. ROUGH FRAMING SUB-CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL FRAMING NAILERS AND FILLERS AS REQUIRED FOR THE PROPER INSTALLATION OF ALL DOORS AND WINDOWS.
7. UNLESS NOTED OTHERWISE, ALL PANEL TYPE DOORS SHALL BE SELECTED BY OWNER AND INSTALLED BY CONTRACTOR.
8. WINDOW UNITS SHALL BE FULLY ASSEMBLED PER MANUFACTURER SPECIFICATIONS AND SHALL BE HINGED AS INDICATED ON EXTERIOR ELEVATIONS AND/OR PLANS. WINDOW UNITS SHALL BE DELIVERED TO THE JOB SITE WITH ALL HARDWARE SUCH AS OPERATORS, CRANK, OPERATOR ARM, LOCK, ETC.
9. OWNER SHALL PROVIDE ALL NECESSARY HARDWARE NOT INCLUDED IN MANUFACTURED UNIT CONTRACTOR TO INSTALL ALL HARDWARE.
10. ALL DOOR HARDWARE SHALL BE PROVIDED BY OWNER AND INSTALLED BY CONTRACTOR.
11. ALL DOOR UNITS AND THEIR RESPECTIVE FRAMES SHALL BE PAINT GRADE.
12. ALL EXTERIOR SWING DOORS TO BE SUPPLIED WITH MILL FINISHED EXTRUDED BRONZE PEMKO THRESHOLDS 114 B OR 145 B/ WITH 24 GAG.1, SHEET METAL DRAIN PAN. THRESHOLDS TO BE POLISHED TO REMOVE MILL MARKINGS. PEMKO SPRING BRONZE WEATHER STRIPPING @ HEAD AND JAMBS.
13. CAULK ALL INTERIOR/ EXTERIOR PLASTER JOINTS.
14. ALL GLAZING ON DOORS AND WINDOWS TO BE DBL GLAZE 'LOW E' INSULATED GLASS.
15. ALL EXTERIOR DOOR DETAILING TO MATCH WINDOW DET ON SHEET. ALL EXTERIOR DOORS TO HAVE 24 GA.G.1., SHEET METAL DRAIN PAN. PEMKO SPRING BRONZE WEATHERSTRIPPING @ HEAD & JAMBS.

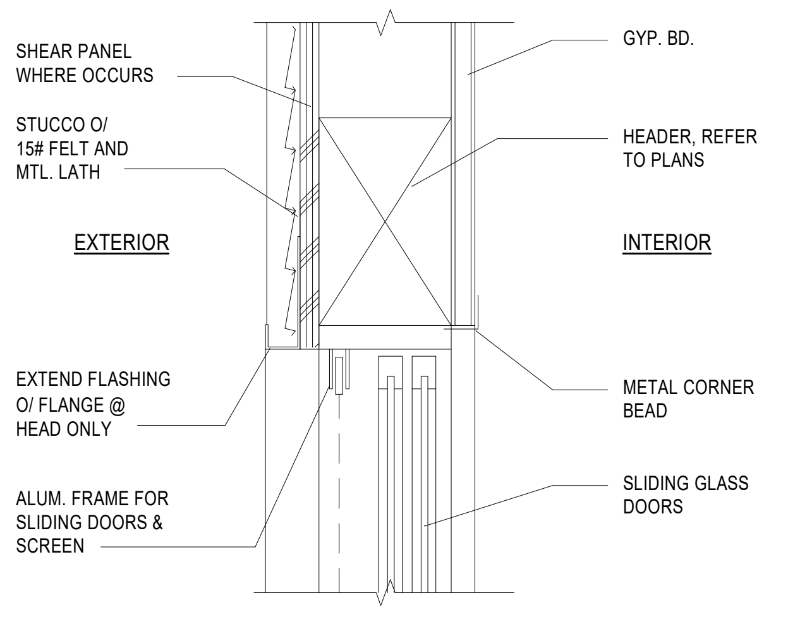
SECURITY NOTES

1. ALL EXTERIOR DOOR AND WINDOW OPENINGS ARE SECURITY OPENINGS, AND ALL NOTES SHALL APPLY.
2. WOOD FLUSH-TYPE DOORS SHALL BE 1 3/4" THICK MINIMUM AND SHALL BE OF SOLID CORE CONSTRUCTION.
3. HOLLOW CORE DOORS OR DOORS LESS THAN 1 3/4" IN THICKNESS SHALL BE COVERED ON THE INSIDE FACE WITH 16 GAUGE SHEET METAL ATTACHED WITH SCREWS AT 6" O/C AROUND THE PERIMETER, OR EQUIVALENT.
4. GLAZED OPENINGS WITHIN 40" OF THE DOOR LOCK, WHEN THE DOOR IS IN THE CLOSED POSITION. SHALL BE FULLY TEMPERED GLASS OR APPROVED BURGLARY RESISTANT MATERIAL, OR SHALL BE PROTECTED BY METAL BARS, SCREENS OR GRILLES HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO VIEW PORTS OR WINDOWS, WHICH DO NOT EXCEED 2" IN THEIR GREATEST DIMENSION.
5. GLASS DOORS SHALL HAVE FULLY TEMPERED GLASS COMPLYING WITH SECTION 91.1711 (D) OF THE LOS ANGELES CITY BUILDING CODE.
6. DOORSTOPS OF IN-SWINGING DOORS SHALL BE OF ONE-PIECE CONSTRUCTION WITH THE JAMB, OR JOINED BY RABBET TO THE JAMB.
7. THE STRIKE PLATE FOR LATCHES AND THE HOLDING DEVICE FOR PROJECTION DEAD BOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALL FRAMING WITH SCREWS NOT LESS THAN 2 1/1" IN LENGTH.
8. ALL PIN-TYPE HINGES WHICH ARE ACCESSIBLE FROM OUTSIDE THE SECURED AREA WHEN THE DOOR IS CLOSED SHALL HAVE NON-REMOVABLE HINGE PINS. IN ADDITION THEY SHALL HAVE MINIMUM ¼" DIAMETER STEEL JAMB STUD WITH ¼" MINIMUM PROJECTION UNLESS THE HINGES ARE SHAPED TO PREVENT REMOVAL OF THE DOOR IF THE HINGE PINS ARE REMOVED.
9. DEAD BOLTS SHALL HAVE HARDENED INSERTS; PROVIDE DEADLOCKING LATCH KEY OPERATED LOCKS ON THE EXTERIOR; LOCKS SHALL BE OPENABLE WITH OUR KEY, SPECIAL KNOWLEDGE OR SPECIAL EFFORT FROM THE INTERIOR.
10. STRAIGHT DEAD BOLTS SHALL HAVE A MINIMUM THROW OF 1" AND AN EMBEDMENT OF NOT LESS THAN 5/8".
11. A HOOK SHAPED OR AN EXPANDING-LUG DEAD BOLT SHALL HAVE A MINIMUM THROW OF ¾".
12. CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDERS LOCKS WHENEVER THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIPPING TOOLS.
13. SLIDING GLASS DOORS AND WINDOWS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SECTIONS 91.6731 AND 91.6732.
14. SLIDING GLASS DOORS AND WINDOWS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION.
15. SCREENS, BARRICADES, OR FENCES MADE OF MATERIAL WHICH PRECLUDES HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF, BALCONY, OR SIMILAR SURFACE WHICH IS WITHIN 8' OF A UTILITY POLE OR SIMILAR STRUCTURE.
16. PROVIDE SAFETY GLAZING IN THE FOLLOWING LOCATIONS PER SECTION 2406.4 UBC 1994 EDITION: SLIDING OR SWINGING DOORS TUB AND/OR SHOWER ENCLOSURES AND GLAZING IN WALLS LESS THAN 60" ABOVE THE STANDING SURFACE OF TUBS OR SHOWERS. GLAZING WITHIN A 24" ARC OF A DOOR.



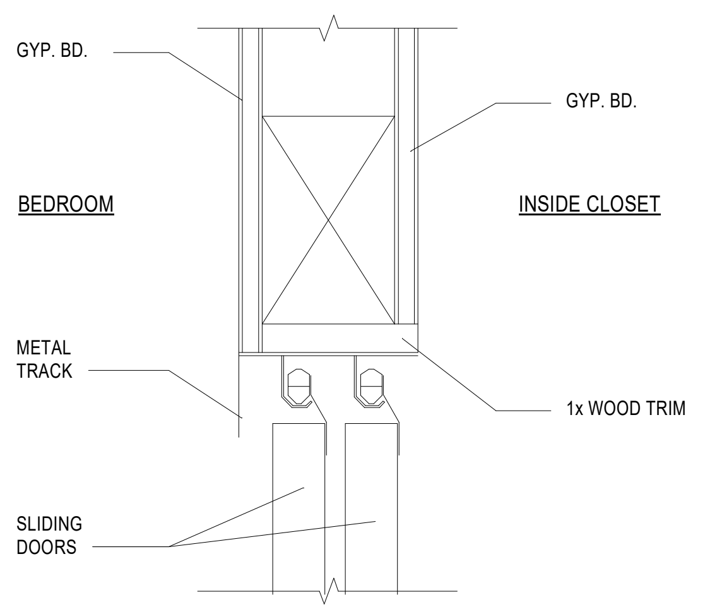
INT. DOOR JAMB - HEAD SIM.

2



DOOR HEAD - JAMB SIM.

1



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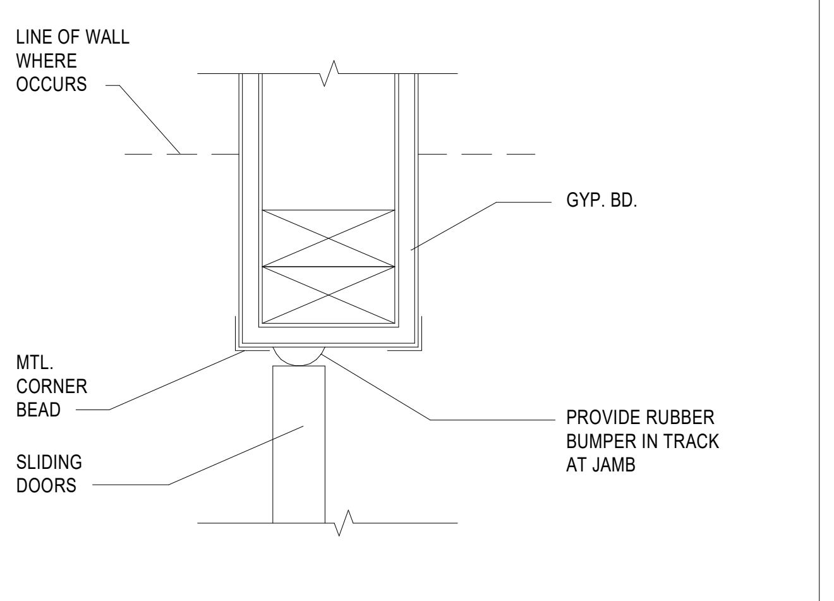

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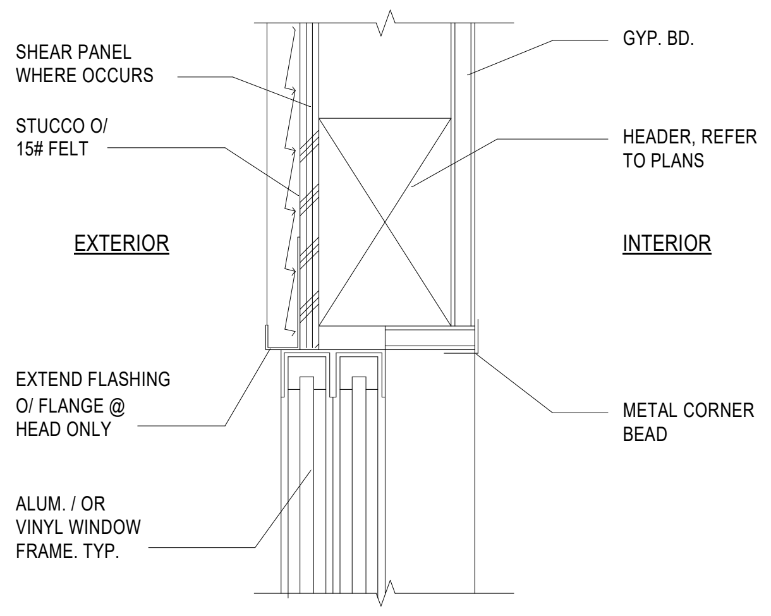


TYP. WINDOW HEAD - JAMB SIM.

3

SHEET TITLE: DOORS AND WINDOWS SCHEDULE

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
2	
3	

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:

DATE:
10/31/2023 1:07:21 PM

DRAWN BY:
Author

APROVED BY:
Approver

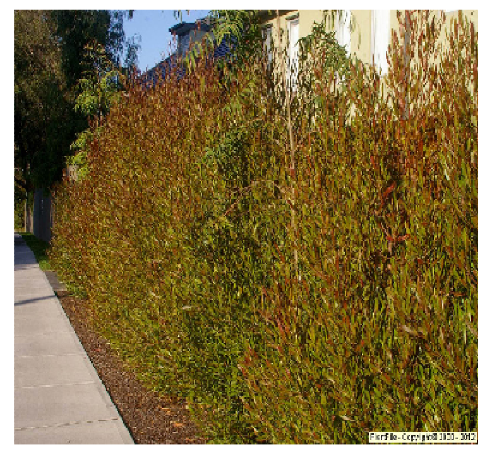
SHEET NO:
A6.01

Prunus caroliniana
Carolina Cherry Laurel

Dracaena draco
Dragon Tree

Platanus racemosa
California Sycamore
24" Box (x2)
Native Tree

Quercus agrifolia
Coast Live Oak
24" Box (x4)
Mitigation Trees



Dodonaea viscosa 'Purpurea'
Purple-leafed Hop-bush

Clivia miniata
Kaffir Lily

Chondrapetalum tectorum
Small Cape Rush

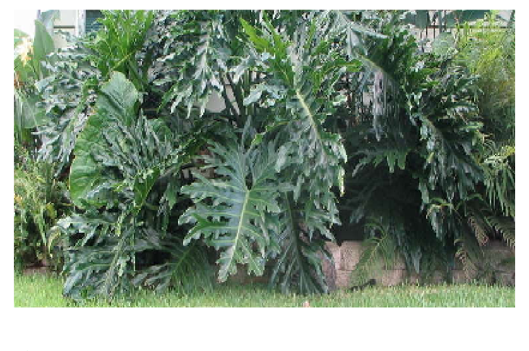
Fucraea foetida
Green Aloe

Polystichum munitum
California Sword Fern

Tecoma stans
Yellow Bells

Melaleuca nesophila
Pink Melaleuca

Aloe dawei 'Yellow'
Yellow Dawe's Aloe



Philodendron selloum
Cut-Leaf Philodendron

Liriope gigantea
Giant Lily Turf

Muhlenbergia rigens
Deer Grass

Acacia cognata 'Cousin Itt'
Little River Wattle

Agave attenuata Ray of Light
Ray of Light Fox Tail Agave

Senecio serpens
Blue Chalksticks

Pachysandra terminalis 'Green Sheen'
Green Sheen Japanese Spurge

Myoporum parvifolium 'Pink'
Pink Australian Racer

PLANTER LEGEND

	Mfg.	Model	No.	Dim.
☐	Chandler Company	Coronado	COS6042	60"L x W, 42"H
☐			CO603630	60"L x 36"W x 30"H
☐			COS4836	48"L x W, 36"H

OAK ROOT LEGEND

ROOT SPREAD AT TIME OF PLANTING:
24" WIDE x 20" DEEP
ROOT SPREAD AS TREE MATURES:
4-7 TIMES WIDTH OF CROWN
18-24" DEEP

NOTE:
Mitigation Oaks shall be planted in a 10' wide, at grade planting area located outside of the foundation of the building.
The trees shall be planted at an average distance of 25' apart and at a minimum distance of 5' feet from any paving or the building.
No portion of the proposed structure shall be located directly beneath where the trees.

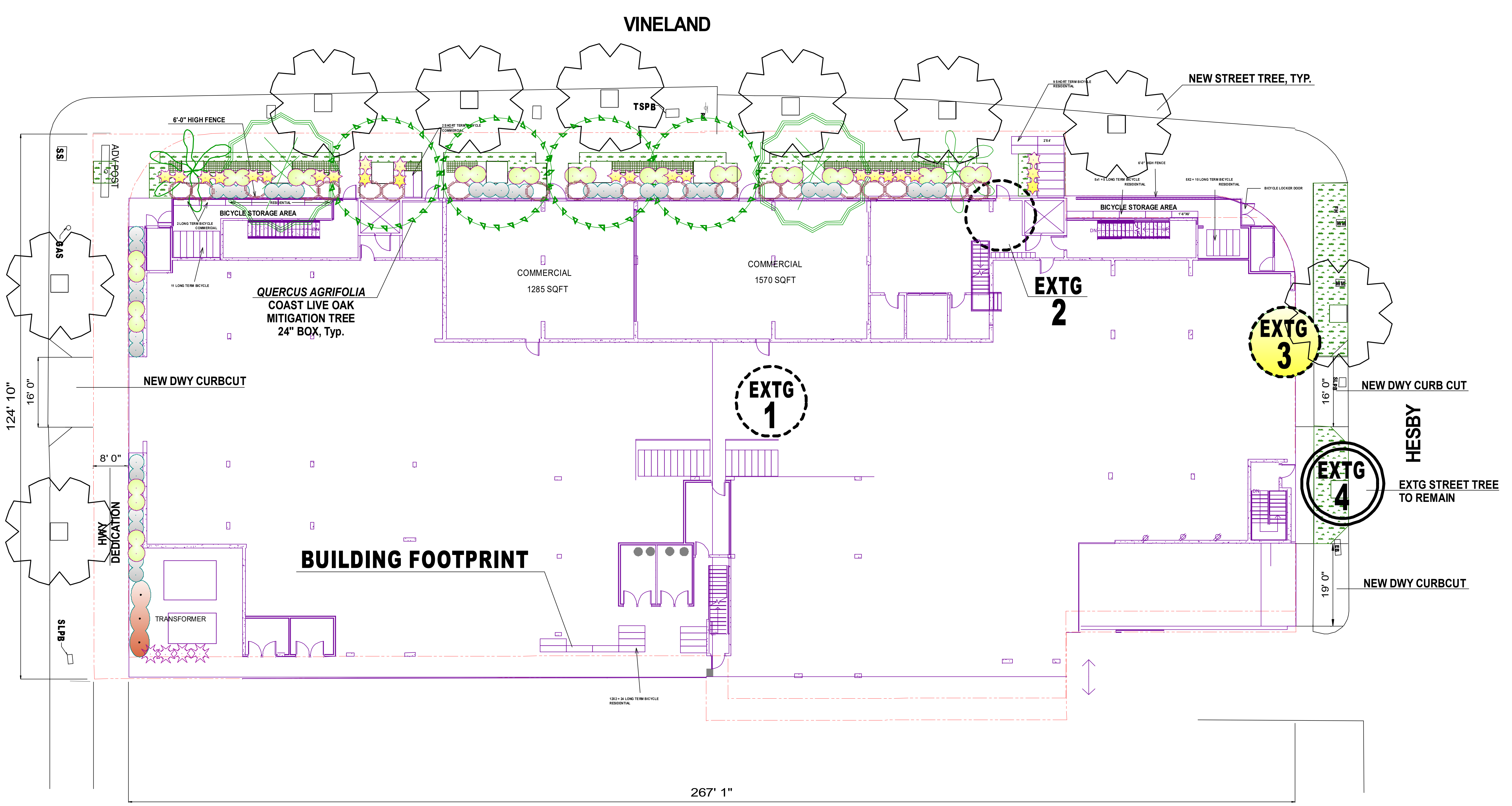
LANDSCAPE TABULATIONS		
COMMON OPEN SPACE PROVIDED		
2nd Floor Pool Deck	2,098	SF
2nd Floor Covered (825 + 680)	1,505	SF
2nd Floor Open to Sky (675 + 658)	1,333	SF
4th Floor Open to Sky (730 + 730)	1,460	SF
Roof Deck (2930 + 1765)	4,695	SF
TOTAL:	11,091	SF
LANDSCAPE AREA REQUIRED:	2,773	SF
(11091 x 0.25)		
LANDSCAPE AREA PROVIDED		
2nd Floor Pool Deck	539	SF
2nd Floor Covered (215 + 180)	395	SF
2nd Floor Open to Sky (177 + 178)	355	SF
4th Floor Open to Sky (186 + 188)	374	SF
Roof Deck (758 + 445)	1,203	SF
TOTAL:	2,866	SF
(2866 > 2773)		
LANDSCAPE TO OPEN SPACE RATIO		
(2866 / 11091 = 0.258)	25.8	%

REQUIRED AND PROVIDED TREES TABLE			
			QTY
EXTG TREES ON SITE			2
EXTG PROTECTED TREES ON SITE			1
EXTG PARKWAY TREES			1
TREES	**NUMBER**	**RATIO**	**REQ.**
EXISTING TO BE REMOVED	2	1 to 1	2
EXISTING PROTECTED TREES TO BE REMOVED	1	4 to 1	4
EXISTING PARKWAY TREES TO BE REMOVED	0	2 to 1	0
TOTAL ON SITE TREES TO BE REPLACED			6
TREES PER UNIT	136	1 TREE/4 UNITS	34
MIN. NO. TREES REQ. (34 > 8)			34
TREES PROVIDED			
LOCATION	**SHEET**	**SIZE**	**QTY**
PLANTING AREAS	L1	24" BOX	32
PARKWAY	L1	24" BOX	9
PARKWAY (EXTG)	L1	24" BOX	1
TOTAL TREES		**24" BOX**	**42**

SUMMARY OF EXISTING TREES			
Tree	Botanical Name	Common Name	Replace
1	Ficus benjamina	Weeping Fig	Yes
2	Washingtonia robusta	Mexican Fan Palm	Yes
3	Quercus agrifolia**	Coast Live Oak	Yes
4	Lagerstoemia indica*	Crape Myrtle	No
* Street Tree, ** Protected Tree			

EXTG 1 Extg. tree to be removed

EXTG 4 Extg. tree to remain



1ST FLR PLAN

COMMON OPEN SPACE
640 SQ FT
PLANTING AREA REQUIRED
(640 x .25) 160 SQ FT
PLANTING AREA PROVIDED
177 SQ FT

COMMON OPEN SPACE
(COVERED) 865 SQ FT
PLANTING AREA REQUIRED
(825 x .25) 217 SQ FT
PLANTING AREA PROVIDED
230 SQ FT

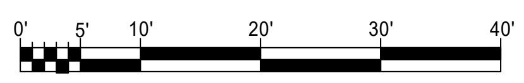
COMMON OPEN SPACE
2052 SQ FT
PLANTING AREA REQUIRED
(2052 x .25) 513 SQ FT
PLANTING AREA PROVIDED
515 SQ FT

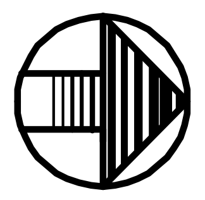
COMMON OPEN SPACE
(COVERED) 800 SQ FT
PLANTING AREA REQUIRED
(800 x .25) 200 SQ FT
PLANTING AREA PROVIDED
180 SQ FT

COMMON OPEN SPACE
640 SQ FT
PLANTING AREA REQUIRED
(640 x .25) 160 SQ FT
PLANTING AREA PROVIDED
178 SQ FT

2ND FLR PLAN

LEGAL DESCRIPTION:
APN: 2419-004-001, 023 and 024
PIN: 129B185 1026
TRACT: LANKERSHIM LAND AND WATER CO.
AND TR 7274
BLOCK: None, LOTS: FR169, 16, 17 AND FR186
MAP REF: MR 31-39/44 AND M B 90-40





LICENSED LANDSCAPE ARCHITECT
Paul E. Gagne, 6223
08/31/2023
Renewal Date
STATE OF CALIFORNIA

Harmony Gardens, Inc.
Paul E. Gagne, RLA #6223
6620 Murietta Avenue
Van Nuys, CA 91405
(818) 505-9783
Paul@Harmonygardens.net

REVISION LOG:
06/14/2021
03/16/2022
07/15/2022
08/18/2022
09/06/2022

SUBMITTAL:	
NO:	DATE:

PROJECT ADDRESS:
Vineland 00
5000 Vineland Avenue
North Hollywood, CA 91601

OWNER ADDRESS:
NoHo Properties LLC
5000 Vineland Avenue
North Hollywood, CA 91601
(818) 376-0386
Email: PC@ALPAINC.com

PRELIMINARY LANDSCAPE PLAN 1ST AND 2ND FLR

Date: 07/18/2022
Scale: 1/16" = 1'
Drawn By: PG

Sheet No.
L1
1 of 2

Aloe dawei 'Yellow'
Yellow Dawe's Aloe

Agave attenuata Ray of Light
Ray of Light Fox Tail Agave

Muhlenbergia rigens
Deer Grass

Senecio serpens
Blue Chalksticks

Myoporum parvifolium 'Pink'
Pink Australian Racer

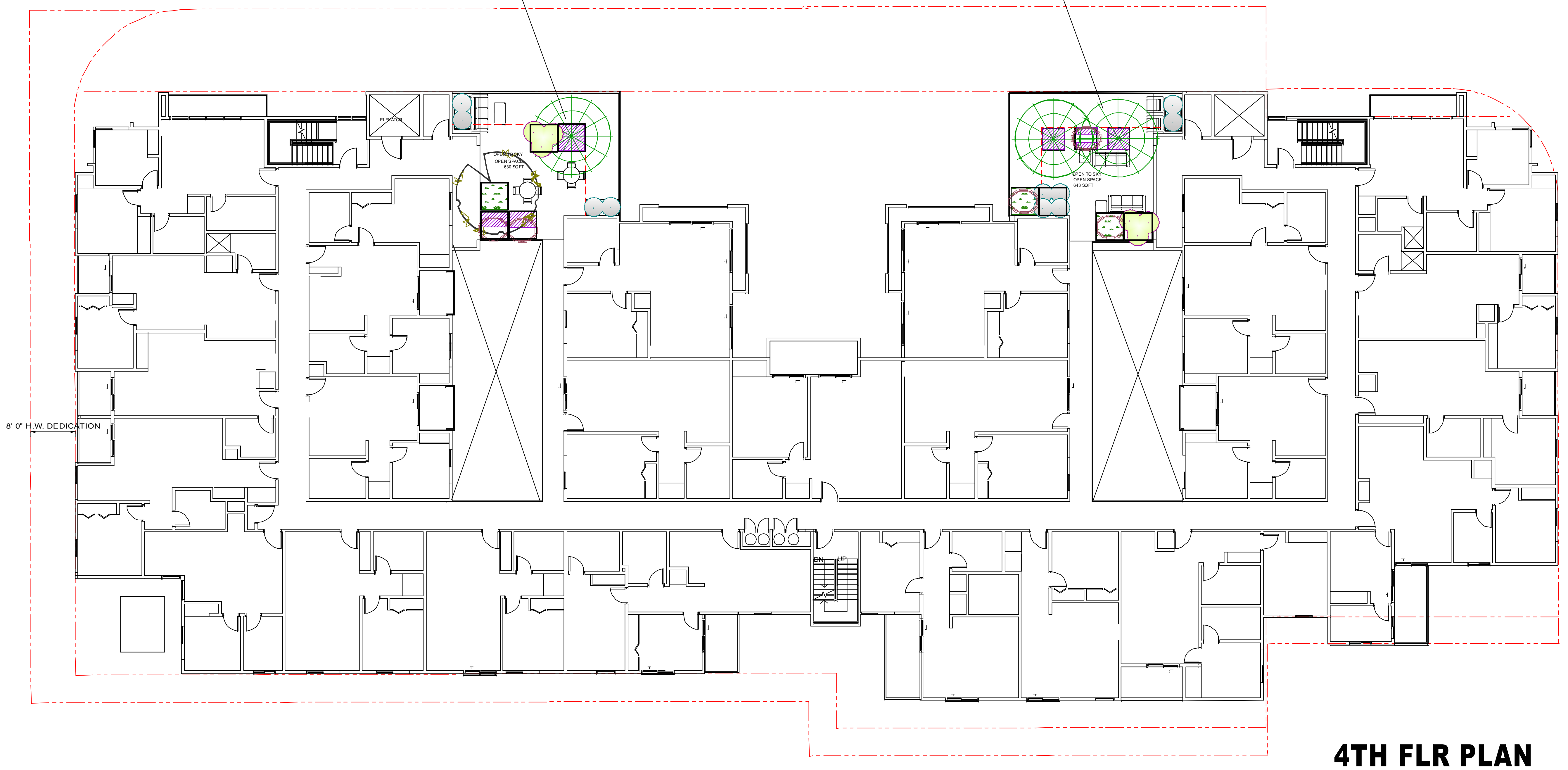
Chondrapetalum tectorum
Small Cape Rush

Tecoma stans
Yellow Bells

Melaleuca nesophila
Pink Melaleuca

COMMON OPEN SPACE
630 SQ FT
PLANTING AREA REQUIRED
(630 x .25) 158 SQ FT
PLANTING AREA PROVIDED
161 SQ FT

COMMON OPEN SPACE
643 SQ FT
PLANTING AREA REQUIRED
(643 x .25) 161 SQ FT
PLANTING AREA PROVIDED
166 SQ FT

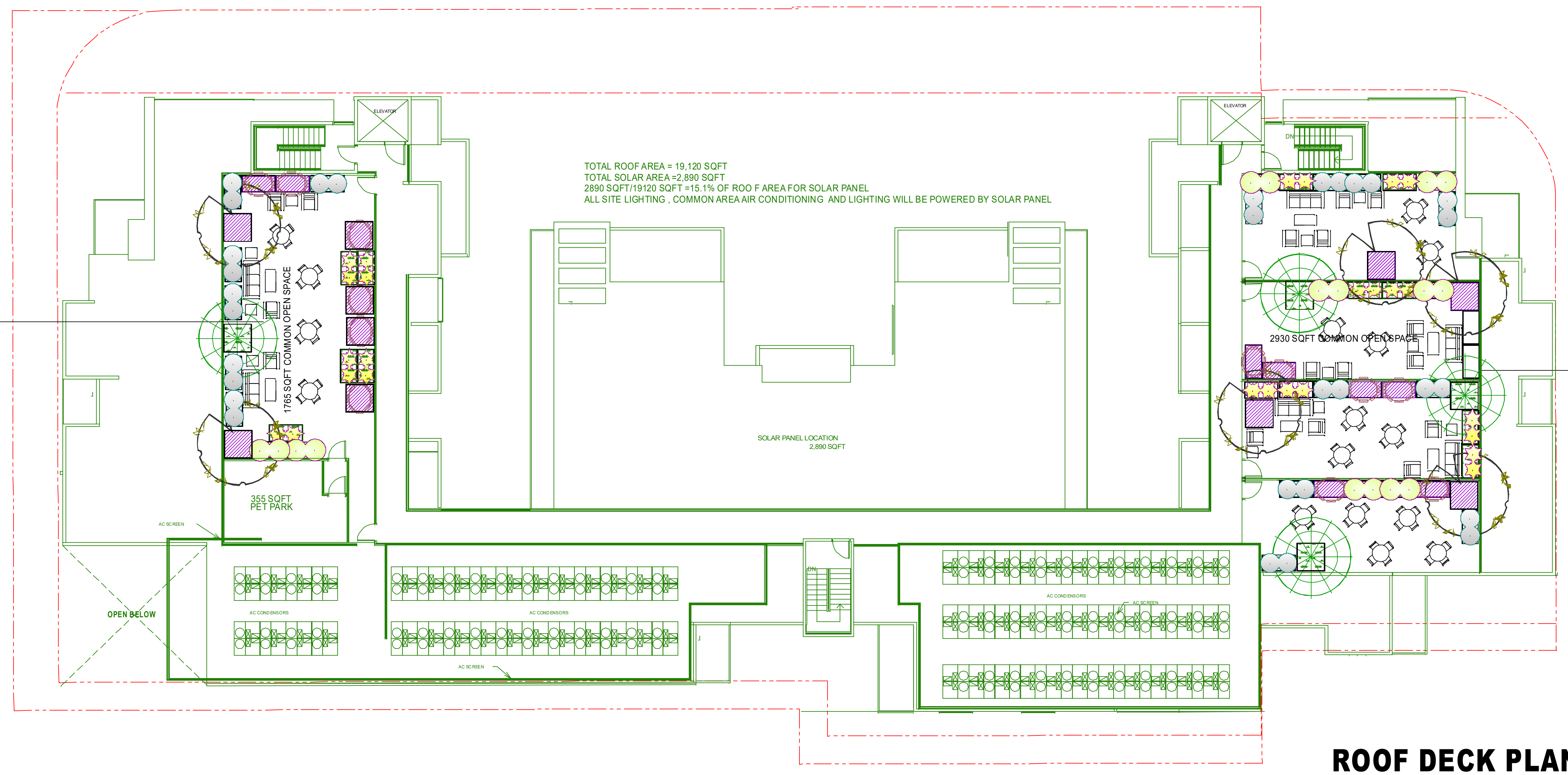


4TH FLR PLAN

TOTAL ROOF AREA = 19,120 SQFT
TOTAL SOLAR AREA =2,890 SQFT
2890 SQFT/19120 SQFT =15.1% OF ROO F AREA FOR SOLAR PANEL
ALL SITE LIGHTING , COMMON AREA AIR CONDITIONING AND LIGHTING WILL BE POWERED BY SOLAR PANEL

COMMON OPEN SPACE
1765 SQ FT
PLANTING AREA REQUIRED
(1765 x .25) 441 SQ FT
PLANTING AREA PROVIDED
445 SQ FT

COMMON OPEN SPACE
2930 SQ FT
PLANTING AREA REQUIRED
(2930 x .25) 703 SQ FT
PLANTING AREA PROVIDED
758 SQ FT

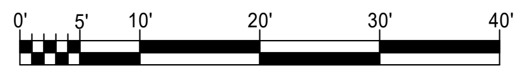


ROOF DECK PLAN

PLANTER LEGEND

	Mfg.	Model	No.	Dim.
☐	Chandler Company	Coronado	COS6042	60"L x W, 42"H
▭			CO723630	72"L x 36"W x 30"H

LEGAL DESCRIPTION:
APN: 2419-004-001, 023 and 024
PIN: 129B185 1026
TRACT: LANKERSHIM LAND AND WATER CO.
AND TR 7274
BLOCK: None, LOTS: FR169, 16, 17 AND FR186
MAP REF: MR 31-39/44 AND M B 90-40



Paul E. Gagne, 6223
08/31/2023

Harmony Gardens, Inc.
Paul E. Gagne, RLA #6223
6620 Murietta Avenue
Van Nuys, CA 91405
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Paul@Harmonygardens.net

REVISION LOG:
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08/18/2022
09/06/2022

SUBMITTAL:

NO:	DATE:

PROJECT ADDRESS:
Vineland 00
5000 Vineland Avenue
North Hollywood, CA 91601

OWNER ADDRESS:
NoHo Properties LLC
5000 Vineland Avenue
North Hollywood, CA 91601
(818) 376-0386
Email: PC@ALPAINC.com

PRELIMINARY
LANDSCAPE PLAN
4TH FLR & ROOF DECK

Date:
08/15/2022

Scale:
1/16" = 1'

Drawn By: PG

Sheet No.
L2
2 of 2

Exhibit B

Environmental Documents

CLASS 32 CATEGORCIAL EXEMPTION
FOR
5000 VINELAND AVENUE NORTH HOLLYWOOD

We are hereby requesting that a Class 32 Categorical Exemption to be granted for the 139-unit project located at 5000, 5004, 5006, 5010 North Vineland Avenue & 10950 Hesby Street North Hollywood California 91601.

The proposed project site is a combination of 2 lots with a total of 33,128 square feet. The subject site is flat and within a fully developed area of the City of Los Angeles. The Subject site is currently occupied by a one story office building and a one story auto repair shop with an asphalt surface parking lot.

Per CEQA requirements, the project can be granted a Class 32 Exemption if it meets the following criteria:

a) **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

The proposed project site is zoned C4-1-CA and [Q}R3-1 with a Community Plan Designation of Community Commercial and Medium Residential. The Proposed Project is the development and use of a Mixed Use development of 139 apartment units and 2,855 sf of commercial use at grade. The Proposed Project is consistent with the applicable zoning and Land Use regulations and complies with the Goal and Intent of the Land Use Designation in the Community Plan.

b) **The Proposed Development occurs within City Limits on a project site of no more than five acres substantially surrounded by Urban uses.**

The project site has a gross area of 0.76 acres and is within incorporated area of the City of Los Angeles. The abutting and adjacent sites are sites developed with multi residential housing units and commercial uses. The abutting and adjacent zones and community plans are consistent with the Proposed Project. And therefore the Proposed Project is in substantially conformance with the existing Urban Uses.

c) **The project site has no value as habitat for endangered, rare or threatened species.**

The project is developed with a one story commercial uses and a surface parking lot. The surrounding buildings are Multi Residential and or Commercial structures. The current use as an auto repair show and the activity the business creates on a daily basis provides much disturbance. Therefore, there are no existing protected species.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality.

On February 1, 2023 the City of Los Angeles Department of Transportation Case Number SFV22-52863 completed a final review and issued their Inter Departmental Corresponded for a Transportation Impact Assessment for the Mixed Use Development. The Departments findings were the project would not have an adverse effect relating to Traffic.

In January 2022 Meridian Consultants prepared an Air Qualify Study for the Proposed project. Meridian's findings were the project would not have an adverse impact on air quality:

The Applicant proposes to demolish all existing buildings and site improvements, and construct a new 7- story 139-unit apartment building with 1,410 square feet of commercial space over one level subterranean garage and related site improvements.

In accordance with requirements under the California Environmental Quality Act (CEQA), this Air Quality Study provides an estimate of emissions for the Project and the potential impacts from associated construction and operation activities. The report includes the categories and types of emission sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations.

This report summarizes the potential for the Project to conflict with an applicable air quality plan; violate an air quality standard or threshold; result in a cumulatively net increase of criteria pollutant emissions; expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people.

The findings of the analyses are as follows:

- *The Project would be consistent with air quality policies set forth by the South Coast Air Quality Management District (SCAQMD) and the Air Quality Management Plan.*

- *Construction and operational emissions would not contribute to short- or long-term emissions that would increase the carcinogenic effects on sensitive receptors. Emissions associated with operation would not exceed the SCAQMD-recommended thresholds. Thus, the Project would not result in a regional violation of applicable air quality standards or jeopardize the timely attainment of such standards in the South Coast Air Basin.*

- *Operation of the Project will not employ toxic air contaminant–emitting processes. No substantial pollutant concentration would be generated.*

- *Project construction and operations would not result in significant levels of odors.*

- *The Project would result in less than significant cumulative air quality impacts during construction and operation of the Project. Based upon a worst-case assessment, the proposed Project does not result in significant impacts to surrounding land uses from air quality.*

e) The site can be adequately served by all required utilities and public services.

There is existing sewer, water and electric connections available on Vineland, Hesby and Morrison. The Applicant has met with the Department of Water and Power to present the project and the scope of work to be done to develop and improve the site. The Department of Water and Power has provided there is existing facilities to insure the Proposed Project will have adequate public services.

Attachment A
Air Quality Study

AIR QUALITY STUDY
FOR THE
VINELAND APARTMENTS PROJECT

5000 Vineland Avenue, Los Angeles, California 91601

PREPARED FOR:

NoHo Properties, LLC
16060 Ventura Boulevard, #300
Encino, CA 91436

PREPARED BY:

Westlake Village Office
920 Hampshire Road, Suite A5
Westlake Village, CA 91361

Meridian Consultants

Los Angeles Office
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

JANUARY 2022

Table of Contents

Figures

Tables

EXECUTIVE SUMMARY

The Applicant proposes to demolish all existing buildings and site improvements, and construct a new 7-story 139-unit apartment building with 1,410 square feet of commercial space over one level subterranean garage and related site improvements.

In accordance with requirements under the California Environmental Quality Act (CEQA), this Air Quality Study provides an estimate of emissions for the Project and the potential impacts from associated construction and operation activities. The report includes the categories and types of emission sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations.

This report summarizes the potential for the Project to conflict with an applicable air quality plan; violate an air quality standard or threshold; result in a cumulatively net increase of criteria pollutant emissions; expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people.

The findings of the analyses are as follows:

- The Project would be consistent with air quality policies set forth by the South Coast Air Quality Management District (SCAQMD) and the Air Quality Management Plan.
- Construction and operational emissions would not contribute to short- or long-term emissions that would increase the carcinogenic effects on sensitive receptors. Emissions associated with operation would not exceed the SCAQMD-recommended thresholds. Thus, the Project would not result in a regional violation of applicable air quality standards or jeopardize the timely attainment of such standards in the South Coast Air Basin.
- Operation of the Project will not employ toxic air contaminant–emitting processes. No substantial pollutant concentration would be generated.
- Project construction and operations would not result in significant levels of odors.
- The Project would result in less than significant cumulative air quality impacts during construction and operation of the Project.

Based upon a worst-case assessment, the proposed Project does not result in significant impacts to surrounding land uses from air quality.

PROJECT DESCRIPTION

The Project site is located at 5000 Vineland Avenue (APN's 2419-004-024, -001, and -023) within the North Hollywood neighborhood in the City of Los Angeles (City) as shown in **Figure 1: Project Site Location**. The Project site is located in a Transit Priority Area designed to implement the City of Los Angeles Planning Department Transit Oriented Communities (TOC) incentive program. The property is approximately 33,128 square feet (0.76 acres) and is currently developed with 7,731 square feet of commercial uses and associated improvements. Hesby Street is adjacent to the property to the north, Morrison Street to the south and Vineland Avenue to the west. The site and abutting properties are Zoned C4-1-CA (Commercial) and R3 (Multiple Dwelling). Surrounding uses to the Project site include commercial and multi-family residential along Hesby Street to the north, commercial and multi-family to the south along Morrison Street, multi-family uses to the east along Hesby Street and Morrison Street, and commercial and multi-family uses to the west across Vineland Avenue.

The Project proposes to demolish the existing uses and site improvements to construct a new 7-story 139-unit apartment building over one level subterranean garage and related improvements. The proposed development would be 97,284 gross square feet in size with 159 parking stalls. Additionally, the Project would include 1,410 square feet of commercial uses on the ground floor.

SOURCE: Google Earth - 2022

FIGURE **1**

Meridian Consultants

Project Site Location

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REGULATORY SETTING

Ambient air quality emissions present complex environmental issues that require regulatory attention on both large and small scales. The cumulative nature of project-level and localized emissions contributing to greater regional conditions warrants that regulatory policies be instituted on national, State, and regional levels to address air quality concerns. The following sections outline the applicable regulatory framework that exists at the national, State, and regional levels for air quality.

Background

The United States Environmental Protection Agency (USEPA) is responsible for federal oversight and enforcement of air quality management policies under the 1970 Clean Air Act (CAA). Each individual state is tasked with preparing and adhering to State Implementation Plans[1] (SIPs) for achieving the goals set forth within the CAA. California has some of the most stringent air quality policies in the country and, through the California Air Resources Board (CARB) branch of the California Environmental Protection Agency (CalEPA), has developed its own ambient air quality standards (AAQS).

The State is divided into air quality jurisdictions; each jurisdiction is governed by a regional air district that oversees policy implementation, permitting of air pollution emission sources, and enforcement of regulatory requirements. Six criteria air pollutants (CAPs) are monitored at the federal, State, and regional levels. These six CAPs—ozone, particulate matter PM10 and PM2.5, nitrogen dioxide, carbon monoxide, lead, and sulfur dioxide—were identified based on a consensus of decades of research that concluded inhalation of each of the chemicals results in adverse health effects in humans. The six pollutants are identified below in **Table 1: Sources and Health Effects of Criteria Air Pollutants**, along with their common sources and primary health effects from inhalation exposure.

Ozone

Ozone (O3) is a gas formed when volatile organic compounds (VOCs) and oxides of nitrogen (NOx), both byproducts of internal combustion engine exhaust and other sources, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months, when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

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[1] A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain National Ambient Air Quality Standards.

TABLE 1
SOURCES AND HEALTH EFFECTS OF CRITERIA AIR POLLUTANTS

Pollutants	Sources	Primary Effects
Ozone (O_3)	Formed through chemical reactions between pollutants emitted from vehicles, factories and other industrial sources, fossil fuels, combustion, consumer products, evaporation of paints, and many other sources; VOCs and NOx react in the presence of sunlight	Respiratory symptoms; worsening of lung disease; lung tissue damage; ecosystem damage; damage to rubber and some plastics
Respirable particulate matter (PM10)	Emissions from combustion of gasoline, oil, diesel fuel or wood; dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, wind-blown dust from open lands, pollen and fragments of bacteria; chemical reactions of gases and certain organic compounds	Premature death and hospitalization; worsening of respiratory disease; reduced visibility; surface soiling
Fine particulate matter (PM2.5)	Emissions from combustion of gasoline, oil, diesel fuel or wood; chemical reactions of gases and certain organic compounds	Premature death; hospitalization; asthma-related emergencies; increased asthma symptoms and inhaler use
Carbon monoxide (CO)	Incomplete combustion of CO-containing fuels such as natural gas, gasoline, or wood; emitted by a wide variety of combustion sources, including motor vehicles, power plants, wildfires, and incinerators	Chest pain in heart disease patients; headaches; light-headedness; reduced mental alertness
Nitrogen dioxide (NO_2)	Emitted from combustion sources similar to CO; formed in the atmosphere through reactions between NO and other air pollutants that require the presence of sunlight (photochemical reactions).	Lung irritation; enhanced allergic responses
Lead (Pb)	Present in soils; ore and metals processing; waste incinerators, utilities, and lead-acid battery manufacturers	Impaired mental function; learning disabilities; brain and kidney damage
Sulfur dioxide (SO_2)	Emitted when sulfur-containing fuel is burned; industrial processes, such as natural gas and petroleum extraction, oil refining, and metal processing; volcanic activity and from geothermal fields	Worsening of asthma: increased symptoms, increased medication usage, and emergency room visits; acid rain

Source: California Air Resources Board, "Common Air Pollutants," https://ww2.arb.ca.gov/resources/common-air-pollutants (accessed January 2022).

Volatile Organic Compounds

VOCs are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Adverse effects on human health are not caused directly by VOCs, but rather by reactions of VOCs to form secondary air pollutants, including ozone. VOCs themselves are not criteria pollutants; however, they contribute to the formation of ozone and are regulated under State policies.

Respirable Particulate Matter

Respirable particulate matter (PM10) consists of extremely small, suspended particles or droplets 10 micrometers (my) or smaller in diameter. Some sources of PM10, like pollen and windstorms, are naturally occurring. However, in populated areas, most PM10 is caused by road dust, diesel soot, combustion products, the abrasion of tires and brakes, and construction activities.

Fine Particulate Matter

PM2.5 refers to fine particulate matter that is 2.5 µm or smaller in size. Sources of PM2.5 include fuel combustion from automobiles, power plants, wood burning, industrial processes, and diesel-powered vehicles, such as buses and trucks. These fine particles are also formed in the atmosphere when gases, such as sulfur dioxide (SO2), NOx, and VOCs are transformed in the air by chemical reactions.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, and because motor vehicles operating at slow speeds are the primary source of CO in the South Coast Air Basin (Basin), the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide

Nitrogen dioxide (NO2) is a reddish-brown, highly reactive gas that is formed in the ambient air through the oxidation of nitric oxide (NO). NO2 is also a byproduct of fuel combustion. The principal form of NO2 produced by combustion is NO, but NO reacts quickly to form NO2, creating the mixture of NO and NO2 referred to as NOx. NO2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NOx is only potentially irritating. NO2 absorbs blue light, the result of which is a brownish-red cast to the atmosphere and reduced visibility.

Lead

Lead (Pb) occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the Basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles, so most such combustion emissions are associated with off-road vehicles, such as race cars, which use leaded gasoline. Other sources of Pb include the manufacturing and recycling of batteries; sanding or removal of lead-based paint; ink; ceramics; ammunition; and secondary lead smelters.

Sulfur Dioxide

SO2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of the burning of high-sulfur-content fuel oils and coal, as well as from chemical processes occurring at chemical plants and refineries. When SO2 oxidizes in the atmosphere, it forms sulfates (SO4).

Federal

The USEPA sets national vehicle and stationary source emission standards; oversees approval of all SIPs; provides research and guidance for air pollution programs; and sets National Ambient Air Quality Standards (NAAQS). The NAAQS for the six CAPs are shown in **Table 2: Ambient Air Quality Standards** and were identified from provisions of the 1970 CAA. The sections of the CAA that are most applicable to the Project include Title I: Nonattainment Provisions and Title II: Mobile Source Provisions.

The CAA and the promulgated standards have evolved as a living document over time as research into the effects of air pollution has enhanced regulatory understanding of the associated issues. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. On the national level, the USEPA designates regions as achieving “attainment” or suffering from “nonattainment” of the NAAQS based on air quality monitoring data. Regions that are designated as being in nonattainment are responsible for devising localized strategies for reducing emissions of CAPs and achieving regional attainment within a predetermined timeframe set by the USEPA.

The NAAQS were further amended in July 1997 to include an 8-hour standard for ozone and to adopt an NAAQS for PM2.5. The NAAQS were amended again in September 2006 to include an established methodology for calculating PM2.5, as well as to revoke the annual PM10 threshold. Additional revisions to the AAQS may be implemented in the future as the science of air quality progresses.

State

The California Clean Air Act, signed into law in 1988, requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. CARB is responsible for the coordination and administration of both State and federal air pollution control programs within California. In this capacity, CARB conducts research, sets CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs.

CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions and the CAAQS currently in effect for each of the criteria pollutants, as well as other pollutants recognized by the State. The CAAQS are provided in **Table 2**. It should be noted that the CAAQS are generally more stringent than the NAAQS, reflecting California’s diligent efforts toward reducing air pollution and improving air quality.

TABLE 2
AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards		Federal Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone (O3)	1 hour	0.09 ppm (180 µg/m^3)	Ultraviolet photometry	—	Same as primary standard	Ultraviolet photometry
	8 hours	0.07 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)		
Respirable particulate matter (PM10)	24 hours	50 µg/m^3	Gravimetric or beta attenuation	150 µg/m^3	Same as primary standard	Inertial separation and gravimetric analysis
	Annual arithmetic mean	20 µg/m^3		—		
Fine particulate matter (PM2.5)	24 hours	No separate State standard		35 µg/m^3	Same as primary standard	Inertial separation and gravimetric analysis
	Annual arithmetic mean	12 µg/m^3	Gravimetric or beta attenuation	15 µg/m^3		
Carbon monoxide (CO)	8 hours	9.0 ppm (10 mg/m^3)	Nondispersive infrared photometry (NDIR)	9 ppm (10 mg/m^3)	None	NDIR
	1 hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
Nitrogen dioxide (NO2)	Annual arithmetic mean	0.03 ppm (57 µg/m^3)	Gas phase chemiluminescence	0.053 ppm (100 µg/m^3)	Same as primary standard	Gas phase chemiluminescence
	1 hour	0.18 ppm (339 µg/m^3)		0.100 ppm (188 µg/m^3)		

Source: California Air Resources Board website at: http://www.arb.ca.gov/research/aaqs/aaqs.htm (accessed January 2022).
Note: ppm = parts per million.

Regional

In California, jurisdiction over air quality management, enforcement, and planning is divided among 35 geographic regions. Within each region, a local air district is responsible for oversight of air quality monitoring, modeling, permitting, and enforcement to ensure that regulatory violations are avoided wherever possible.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) shares responsibility with CARB for ensuring that all State and federal AAQS are achieved and maintained over an area of approximately 10,743 square miles. This area includes the South Coast and Salton Sea Air Basins, all of Orange County, and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. It does not include the Antelope Valley or the nondesert portion of western San Bernardino County.

SCAQMD is responsible for controlling emissions, primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the air basins. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the air basins. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as being in nonattainment of the NAAQS or CAAQS. The term "nonattainment area" is used to refer to an air basin in which one or more AAQS are exceeded. SCAQMD also prepares the SIP for its jurisdiction and promulgates rules and regulations. The SIP includes strategies and tactics to be used to attain the federal ozone standards in the South Coast Air Basin. The SIP elements are taken from the most recent AQMP.

SCAQMD approved a Final 2016 AQMP on March 3, 2017.[2] The AQMP includes transportation control measures developed by SCAG from its 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, as well as the integrated strategies and measures needed to meet the NAAQS. The AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS, as well as the latest 24-hour and annual PM2.5 standards.

SCAQMD is responsible for limiting the number of emissions generated throughout the air basins by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board that identify specific pollution-reduction measures that must be implemented in association with various uses and activities. These rules regulate not only the emissions of the federal and State criteria pollutants, but also toxic air contaminants (TACs) and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD.

Among the SCAQMD rules applicable to the Project are Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 requires the use of stringent best available control measures (BACMs) to minimize PM10 emissions during grading and construction activities. Rule 1113 limits the VOC content of coatings, with a VOC content limit for flat coatings of 50 grams per liter (g/L).[3] Additional details regarding these rules and other potentially applicable rules are presented as follows.

Rule 402 (Nuisance). This rule states that a "person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or to the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."[4]

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[2] SCAQMD, "Final 2016 Air Quality Management Plan" March 2017, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15, accessed January 2022.

[3] SCAQMD, "Rule 1113 Architectural Coating" (amended September 6, 2013), http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed January 2022.

[4] SCAQMD, "Rule 402—Nuisance," http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf, accessed January 2022.

Rule 403 (Fugitive Dust). This rule requires fugitive dust sources to implement BACMs for all sources and prohibits all forms of visible particulate matter from crossing any property line. BACMs may include application of water or chemical stabilizers to disturbed soils covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); sweeping loose dirt from paved site-access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).

Rule 1113 (Architectural Coatings). This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

Rule 1146.2 (Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters). This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NOx emissions from natural-gas-fired water heaters, boilers, and process heaters as defined in this rule.

Rule 1186 (PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations). This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Stationary emissions sources subject to these rules are regulated through SCAQMD's permitting process. Through this permitting process, SCAQMD also monitors the number of stationary emissions being generated and uses this information in developing AQMPs.

ENVIRONMENTAL SETTING

Regional Air Quality

USEPA is the federal agency responsible for overseeing the country's air quality and setting the NAAQS for the CAPs. The NAAQS were devised based on extensive modeling and monitoring of air pollution across the country; they are designed to protect public health and prevent the formation of atmospheric ozone. Air quality of a region is considered to be in attainment of the NAAQS if the measured ambient air pollutant levels do not exceed the applicable concentration threshold. **Table 2** presents the federal and State AAQS.

As noted previously, CARB is the State agency responsible for setting the CAAQS. Air quality of a region is considered to be in attainment of the CAAQS if the measured ambient air pollutant levels for O3, CO, NO2, SO2, PM10, PM2.5, and Pb are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive 3-year period. The CAAQS are also presented in **Table 2**.

For evaluation purposes, the SCAQMD territory is divided into 38 source receptor areas (SRAs). These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The Project site is within SRA 7, San Fernando Valley.[5] The nearest air monitoring station SCAQMD operates is located at Los Angeles-North Main Street. This station monitors O3, NO2, PM10 and PM2.5. **Table 3: Air Quality Monitoring Summary** summarizes published monitoring data from 2018 through 2020, the most recent 3-year period available. The data show that during the past few years, the region has exceeded the O3 and PM2.5 standards.

TABLE 3
AIR QUALITY MONITORING SUMMARY

Air Pollutant	Average Time (Units)	2018	2019	2020
Ozone (O3)	State Max 1 hour (ppm)	0.098	0.093	0.185
	Days > CAAQS threshold (0.09 ppm)	2	0	14
	National Max 8 hour (ppm)	0.098	0.093	0.185
	Days > NAAQS threshold (0.075 ppm)	0	0	1
	State Max 8 hour (ppm)	0.073	0.080	0.118
	Days > CAAQS threshold (0.07 ppm)	4	2	22
Carbon monoxide (CO)		—	—	—
Nitrogen dioxide (NO2)	National Max 1 hour (ppm)	0.070	0.069	0.062
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1 hour (ppm)	0.070	0.069	0.061
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Respirable particulate matter (PM10)	National Max (µg/m3)	68.2	62.4	83.7
	National Annual Average (µg/m3)	30.2	23.0	33.1
	Days > NAAQS threshold (35 µg/m3)	0	0	0
	State Max (µg/m3)	81.2	93.9	185.2
	State Annual Average (µg/m3)	34.0	--	33.9
Fine particulate matter (PM2.5)	National Max (µg/m3)	61.4	43.5	175.0
	National Annual Average (µg/m3)	12.8	10.8	13.7
	Days > NAAQS threshold (35 µg/m3)	6	1	12
	State Max (µg/m3)	65.3	43.5	175.0
	State Annual Average (µg/m3)	16.0	16.0	16.0

Source: CARB, iADAM: Air Quality Data Statistics.
Note: (—) = Data not available.

USEPA and the CARB designate air basins where AAQS are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. The current attainment designations for the Basin are shown in

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[5] SCAQMD, *General Forecast Areas and Air Monitoring Areas,* map, http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf, accessed January 2022.

Table 4: South Coast Air Basin Attainment Status. The Basin is currently designated as being in nonattainment at the federal level for O3 and PM2.5; and at the State level for O3, PM10, and PM2.5.

TABLE 4
SOUTH COAST AIR BASIN ATTAINMENT STATUS

Pollutant	State Status	National Status
Ozone (O3)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO2)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO2)	Attainment	Unclassified/Attainment
Respirable particulate matter (PM10)	Nonattainment	Attainment
Fine particulate matter (PM2.5)	Nonattainment	Nonattainment

Source: California Air Resources Board (CARB) Area Designation Maps / State and National, https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations, accessed January 2022.

Existing Operational Emissions

The Project site is currently developed with 7,731 square feet of commercial uses which include an auto repair shop and associated parking lot. The current site usage generates existing vehicle trips and air quality emissions from operations related to these uses. **Table 5: Existing Operational Air Quality Emissions** identifies the emissions from the existing uses.

TABLE 5
EXISTING OPERATIONAL AIR QUALITY EMISSIONS

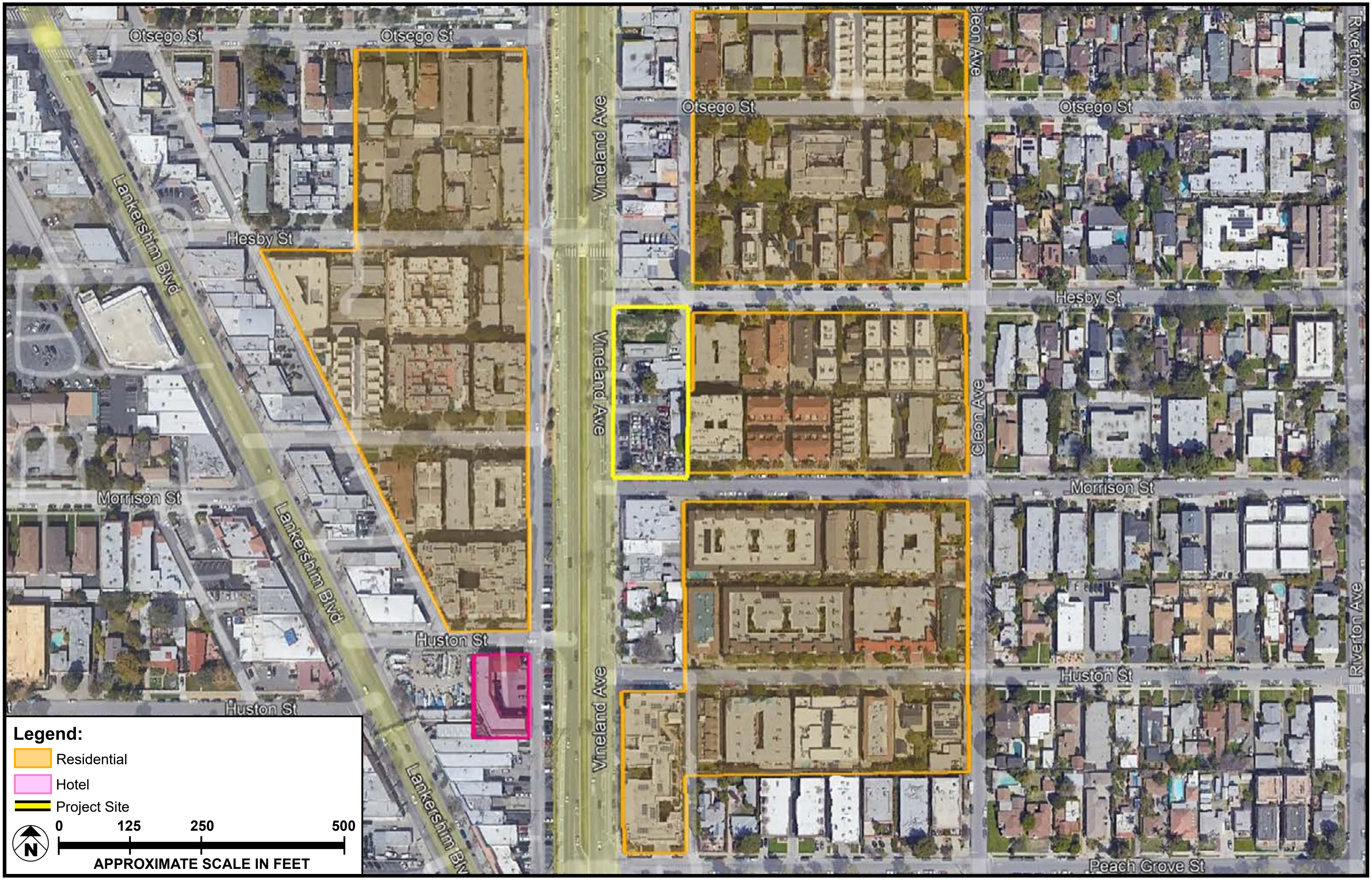
	VOC	NOx	CO	SOx	PM10	PM2.5
Source	pounds/day					
Area	<1	<1	<1	0	0	0
Energy	<1	<1	<1	<1	<1	<1
Mobile	<1	<1	3	<1	1	<1
Total	**1**	**<1**	**3**	**<1**	**1**	**<1**

*Source: Refer to the data sheets in **Apx A.1 (Existing Summer)** and **Apx A.2 (Existing Winter)**.*

Note: Totals may not add up exactly due to rounding in the modeling calculations.

Sensitive Receptors

SCAQMD considers a sensitive receptor to be a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are identified near sources of air pollution to determine the potential for health hazards. Locations evaluated for exposure to air pollution include but are not limited to residences, schools, hospitals, and convalescent facilities. The Project site is predominantly surrounded by multi-family residential uses (refer to **Figure 2: Sensitive Receptor Map**). As mentioned previously, surrounding uses to the Project site include commercial and multi-family residential along Hesby Street to the north, commercial and multi-family to the south along Morrison Street, multi-family uses to the east along Hesby Street and Morrison Street, and commercial and multi-family uses to the west across Vineland Avenue.



SOURCE: Google Earth - 2022

FIGURE 2

Meridian Consultants

Sensitive Receptor Map

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METHODOLOGY

Construction

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as tractors and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from the Project site. Mobile-source emissions, primarily NOx, would result from the use of construction equipment, such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The Project would be required comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located with SCAB. Therefore, the following condition—required to reduce fugitive dust in compliance with SCAQMD Rule 403—was included in CalEEMod as a regulatory compliance measure:

- **Control Efficiency of PM10**. During construction, methods and techniques should be applied to various operations or equipment when appropriate to reduce estimated emissions related to particulate matter. This includes replacing ground cover in disturbed areas as quick as possible, yielding to emission reduction efficiency of 15 – 49 percent.[6]

In addition, SCAQMD Staff recommends that the Lead Agency require the use of Tier 4 construction equipment of 50 horsepower or greater during construction. Alternative, applicable strategies include equipment outfitted with Best Available Control Technology (BACT) devices and CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least an 85 percent reduction in particulate matter emissions.[7] Therefore, the following condition shall be included in CalEEMod as a regulatory compliance measure:

- **Construction Equipment Controls**. During construction, all off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 3 emission standards with Level 3 DPF to minimize emissions of NOx associated with diesel construction equipment.

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[6] SCAQMD, CEQA Handbook, Tables 11-4, p. 11-15 and A11-9-A, page A11-77, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf, accessed January 2022.

[7] California Air Resources Board, Verification Procedure: Stationary, https://ww2.arb.ca.gov/our-work/programs/verification-procedure-warranty-and-use-compliance-requirements-use-strategies-4, accessed January 2022.

The emissions are estimated using the CalEEMod (Version 2020.4.0) software, an emissions inventory software program recommended by SCAQMD. The emissions are estimated using the SCAQMD-recommended CalEEMod software. CalEEMod is based on outputs from the CARB off-road emissions model (OFFROAD) and the CARB on-road vehicle emissions model (EMFAC), which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. The input values used in this analysis are based on conservative assumptions in CalEEMod, with appropriate, Project-specific adjustments based on equipment types and expected construction activities. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in **Appendix A**.

Operation

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project site. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products.

Operational emissions were estimated using the CalEEMod software, which was used to forecast the daily regional emissions from area sources that would occur during long-term Project operations. In calculating mobile-source emissions, trip-length values were based on the distances provided in CalEEMod.

Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission's California Commercial End Use Survey data set, which provides energy demand by building type and climate zone.

SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Significance Criteria

The determination of a project's significance on air quality shall be made considering the factors provided in the SCAQMD *CEQA Air Quality Handbook* (Handbook). The City has not adopted specific Citywide significance thresholds for air quality impacts; rather, the thresholds and methodologies contained in the SCAQMD Handbook for both construction and operational emissions are utilized for evaluating projects in the City. These thresholds are described below.

Construction Emission Thresholds

The Project will have a significant impact if it exceeds the construction thresholds listed in **Table 6: Construction Thresholds**.

TABLE 6
CONSTRUCTION THRESHOLDS

Pollutant	Construction Emissions (pounds/day)
Volatile organic compounds (VOCs)	75
Nitrogen dioxide (NO2)	100
Carbon monoxide (CO)	550
Sulfur dioxide (SO2)	150
Respirable particulate matter (PM10)	150
Fine particulate matter (PM2.5)	55

Construction and Operational Localized Significance Thresholds

The local significance thresholds are based on the SCAQMD's Final *Localized Significance Threshold (LST) Methodology* (LST Methodology)[8] guidance document for short-duration construction activities. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM10 and PM2.5), CO, and NO2. The significance threshold for PM10 represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for PM2.5 is designed to limit emissions and to allow progress toward attainment of the AAQS. Thresholds for CO and NO2 represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The LST Methodology provides lookup tables of emissions that are based on construction projects of up to 5 acres in size. These LST lookup tables were developed to assist lead agencies with a simple tool for evaluating the impacts from small typical projects. Ambient conditions for East San Fernando Valley, as recorded in SRA 7 by the SCAQMD, were used for ambient conditions in determining appropriate threshold levels. Thresholds for each criteria pollutant for construction activity and Project are listed in **Table 7: Localized Significance Thresholds**.

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[8] South Coast Air Quality Management District, *Final Localized Significance Threshold (LST) Methodology,* (June 2003, rev. July 2008).

TABLE 7
LOCALIZED SIGNIFICANCE THRESHOLDS

	Construction	Operational
Pollutant	pounds/day	
Nitrogen dioxide (NO2)	80	80
Carbon monoxide (CO)	498	498
Respirable particulate matter (PM10)	4	1
Fine particulate matter (PM2.5)	3	1

Notes:

Based on a distance to sensitive receptors of 25 meters. SCAQMD's Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance document provides that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.

Based on the SCAQMD Handbook, thresholds for each criteria pollutant for the operations of the Project are provided in **Table 8: Operational Thresholds**.

TABLE 8
OPERATIONAL THRESHOLDS

Pollutant	Operational Emissions (pounds/day)
Volatile organic compounds (VOCs)	55
Nitrogen dioxide (NO2)	55
Carbon monoxide (CO)	550
Sulfur dioxide (SO2)	150
Respirable particulate matter (PM10)	150
Fine particulate matter (PM2.5)	55

Toxic Air Contaminants

As set forth in the SCAQMD Handbook, the determination of significance of a project with respect TACs shall be made on a case-by-case basis, considering the following factors:

- Regulatory framework for toxic materials and process involved;
- Proximity of TACs to sensitive receptors;
- Quantity, volume, and toxicity of the contaminants expected to be emitted;
- Likelihood and potential level of exposure; and
- Degree to which project design will reduce risk of exposure.

Consistency with Applicable Air Quality Plans

Section 15125 of the State CEQA Guidelines requires an analysis of project consistency with applicable governmental plans and policies. In accordance with the SCAQMD Handbook, the following criteria were used to evaluate the Project's consistency with SCAQMD and SCAG regional plans and policies:

- Will the Project result in any of the following:
  - Increase the frequency or severity of existing air quality violations?
  - Cause or contribute to new air quality violations?
  - Delay the timely attainment of the air quality standards or the interim emission reductions specified in the AQMP?
- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based?
  - Does the Project include air quality mitigation measures?
  - To what extent is Project development consistent with the AQMP land use policies?

Cumulative Threshold

SCAQMD recommends that a project be considered to result in a cumulatively considerable impact to air quality if any construction-related emissions and operational emissions from individual development projects exceed the mass daily emissions thresholds for individual projects.[9]

The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

A project is also considered to result in a cumulatively considerable contribution to significant impacts if the population and employment projections for the project exceed the rate of growth defined in SCAQMD's AQMP.

IMPACT ANALYSIS

Emissions of air pollutants were estimated for construction and operation of the Project. In California, the California Air Pollution Control Officer's Association recommends the use CalEEMod to calculate and organize emissions data for new development projects. CalEEMod is a program that relies on project-specific information pertaining to geographic setting, utility service provision, construction scheduling and equipment inventory, and operational design features to generate estimates of air pollutant and

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[9] SCAQMD, *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions*, board meeting, Agenda No. 29 (September 5, 2003), Appendix D, p. D-3.

GHG emissions. Information needed to parameterize the Project in CalEEMod was obtained from the construction engineer and the Project architect.

Table 9: Project Construction Schedule provides the dates and durations of each of the activities that will take place during construction, as well as a brief description of the scope of work. Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise.

TABLE 9
PROJECT CONSTRUCTION SCHEDULE

Construction Activity	Approximate Start Date	Approximate End Date	Duration (Days)	Description
Demolition	4/1/2023	4/14/2023	10	Removal of existing commercial uses
Grading	4/15/2023	6/15/2023	44	Grading of the Project site and export of 12,000 cubic yards of soil
Building Construction	6/16/2023	10/1/2025	599	Construction of a new seven-story multi-family building
Paving	9/1/2025	10/1/2025	23	Paving of asphalt surfaces
Architectural Coating[a]	9/1/2025	10/1/2025	23	Application of architectural coatings to building materials

Note: Refer to ***Apx A.3 (Proposed Summer)*** *and* ***Apx A.4 (Proposed Winter)****, Section 3.0: Construction Detail.*

[a] *Architectural coating will be taking place intermittently throughout building construction.*

Construction

An assessment of air pollutant emissions was prepared utilizing the construction schedule in **Table 9**. **Table 10: Project Construction Diesel Equipment Inventory** displays the construction equipment required for each activity described in **Table 9**. Under regulatory compliance measures in CalEEMod, it was assumed that all construction activities would adhere to SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Additionally, regulatory compliance measures not modeled would require all heavy-duty diesel equipment engines meet minimum Tier 3 standards in accordance with CARB fleet requirements.

Maximum daily emissions of air pollutants during construction of the Project were calculated using CalEEMod. **Table 11: Maximum Construction Emissions** identifies daily emissions that are estimated for peak construction days for each construction year. It is important to note, emissions presented in **Table 11** do not include regulatory compliance measures such as construction equipment controls (Tier 3 emissions standards with Level 3 DPF) and control efficiency of PM10 (dust control measures) to provide a worst-case scenario analysis. Based on the modeling, construction of the Project would not exceed regional VOC, NOx, CO, SOx, PM10, and PM2.5 concentration thresholds. All criteria air pollutants would be below SCAQMD construction thresholds. As such, construction of the Project would not generate any significant environmental impacts associated with air quality compliance.

TABLE 10
PROJECT CONSTRUCTION DIESEL EQUIPMENT INVENTORY

Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower [HP] (Load Factor)
Demolition	Concrete/Industrial Saws	1	8	81 (0.73)
	Rubber Tired Dozers	1	1	247 (0.40)
	Tractors/Loaders/Backhoes	2	6	97 (0.37)
Grading	Graders	1	6	187 (0.41)
	Rubber Tired Dozers	1	6	247 (0.40)
	Tractors/Loaders/Backhoes	1	7	97 (0.37)
Building Construction	Cranes	1	4	231 (0.29)
	Forklifts	2	6	89 (0.20)
	Tractors/Loaders/Backhoes	2	8	97 (0.37)
Architectural Coating	Air compressors	1	6	78 (0.48)
Paving	Cement and Mortar Mixers	4	6	9 (0.56)
	Pavers	1	7	130 (0.42)
	Rollers	1	7	80 (0.38)
	Tractors/Loaders/Backhoes	1	7	97 (0.37)

Refer to ***Apx A.3 (Proposed Summer)*** *and* ***Apx A.4 (Proposed Winter),*** *Section 3.0: Construction Detail, for equipment inventory information.*

TABLE 11
MAXIMUM CONSTRUCTION EMISSIONS

	VOC	NOx	CO	SOx	PM10	PM2.5
Source	pounds/day					
Maximum	30	15	22	<1	3	3
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.

Notes: CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds. Refer to ***Apx A.3 (Proposed Summer)*** *and* ***Apx A.4 (Proposed Winter),*** *Sections 3.2 through 3.7, for maximum on-site plus off-site emissions during both the summer and winter seasons.*

Operation

Operational emissions would result primarily from passenger vehicles traveling to and from the Project site. More specifically, the proposed use would generate 809 daily vehicle trips. The results presented in **Table 12: Maximum Operational Emissions** are compared to the SCAQMD-established operational significance thresholds. It is important to note, emissions presented in **Table 12** include regulatory compliance measures such as compliance with green building standards. As shown in **Table 12**, the operational emissions would not exceed the regional VOC, NOx, CO, SOx, PM10, and PM2.5 concentration thresholds. Operation of the Project would not generate any significant environmental impacts associated with air quality compliance.

TABLE 12 MAXIMUM OPERATIONAL EMISSIONS						
	VOC	NOx	CO	Sox	PM10	PM 2.5
Source	pounds/day					
Area	3	2	12	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	2	2	23	<1	6	2
Total	5	5	35	<1	6	2
Existing	*1*	*<1*	*3*	*<1*	*1*	*<1*
Net Total	**5**	**5**	**32**	**<1**	**6**	**2**
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

*Refer to **Apx A.3 (Proposed Summer)** and **Apx A.4 (Proposed Winter)**, Section 2.2, for maximum operational emissions during both the summer and winter seasons.*

Localized Significance Thresholds

The result of the LST analysis are provided in **Table 13: Localized Construction and Operational Emissions**. These estimates assume the maximum area that would be disturbed during construction on any given day during Project buildout. It is important to note, emissions presented in **Table 13** include regulatory compliance measures such as control efficiency of PM10 (dust control measures). As shown in **Table 13**, emissions would not exceed the localized significance construction and operational thresholds.

TABLE 13 LOCALIZED CONSTRUCTION AND OPERATIONAL EMISSIONS				
	NOx	CO	PM10	PM2.5
Source	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	11	14	3	1
LST threshold	80	498	4	3
Threshold Exceeded?	**No**	**No**	**No**	**No**
Operational				
Project area/energy emissions	5	2	<1	<1
LST threshold	80	498	1	1
Threshold Exceeded?	**No**	**No**	**No**	**No**

Notes:

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

*Refer to **Apx A.3 (Proposed Summer)** and **Apx A.4 (Proposed Winter)**, Sections 3.2 through 3.7, for maximum on-site emissions during both the summer and winter seasons.*

Toxic Air Contaminants

Project construction would result in short-term emissions of diesel particulate matter, which is a TAC. Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. As mentioned previously, multi-family residential uses are located adjacent to the site. Localized diesel particulate emissions (strongly correlated with PM2.5 emissions) would be minimal and would be substantially below localized thresholds, as shown in **Table 13**. Project compliance with the CARB anti-idling measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the Project area.

Project operations would generate only minor amounts of diesel emissions from delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce emission from existing diesel trucks. In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings or household cleaning products. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed uses within the Project site. Based on the uses expected on the Project site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance.

Odors

As shown in **Table 13**, the construction of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. According to SCAQMD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the proposed uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402. As previously noted, Rule 402 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

Consistency with AQMP

The Basin is designated nonattainment at the federal level for O3 and PM2.5 and State level for O3, PM10, and PM2.5. SCAQMD developed regional emissions thresholds, as shown in **Table 6** and **Table 8**, to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Basin.

As shown in **Table 11**, temporary emissions associated with construction of the Project would fall below SCAQMD thresholds for VOCs, NOx, CO, SOx, PM10, and PM2.5. As shown in **Table 12**, long-term emissions associated with operation of the Project would not exceed SCAQMD thresholds for VOCs, NOx, CO, SOx, PM10, and PM2.5.

The Project's maximum potential NOx, CO, PM10, and PM2.5 daily emissions during construction and operation were analyzed to determine potential effects on localized concentrations and to determine if the potential exists for such emissions to cause or affect a violation of an applicable AAQS. As shown in **Table 13**, NOx, CO, PM10, and PM2.5 emissions would not exceed the SCAQMD localized significance thresholds.

The Project is also located in an urban area, which would reduce vehicle trips and vehicle miles traveled due to the Project's urban infill characteristic and proximity to public transit stops. These measures and features are consistent with existing recommendations to reduce air emissions.

Cumulative Impacts

Development of the Project in conjunction with the related projects near the Project would result in an increase in construction and operational emissions in an already urbanized area of the City. However, cumulative air quality impacts from construction, based on SCAQMD guidelines, are not analyzed in a manner similar to project-specific air quality impacts. Instead, SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. According to SCAQMD, individual development projects that generate construction or operational emissions that exceed SCAQMD recommended daily regional or localized thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

With the implementation of regulatory compliance measures such as Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coating), the Project's construction and operational emissions are not expected to significantly contribute to cumulative emissions for CO, NOx, PM10, and PM2.5. As such, the Project's contribution to cumulative air quality emissions in combination with the related projects would not be cumulatively considerable.

As discussed previously, the Project would not jeopardize the attainment of air quality standards in the 2016 AQMP for the South Coast Air Basin and the Los Angeles County portion of the South Coast Air Basin. As such, the Project would not have a cumulatively considerable contribution to a potential conflict with or obstruction of the implementation of the AQMP regional reduction plans.

APPENDIX A

CalEEMod Air Quality Emission Output Files

A.1

Existing (Summer)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vineland Apartments - Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	7.73	1000sqft	0.76	7,731.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing buildings located at 10950 Hesby Street, 5000 Vineland and 5006 Vineland

Construction Phase - Existing uses only.

Off-road Equipment - Existing run only

Vehicle Trips - Default ITE Trip Rates for existing use

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	1.00
tblConstructionPhase	PhaseEndDate	1/21/2022	1/10/2022
tblLandUse	LotAcreage	0.18	0.76
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Baseline Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Regulatory Compliance Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Baseline Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1728	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003
Energy	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198
Mobile	0.4085	0.3416	2.9770	5.4200e-003	0.5172	4.8100e-003	0.5220	0.1378	4.4800e-003	0.1422		552.4413	552.4413	0.0485	0.0287	562.2162
Total	**0.5853**	**0.3789**	**3.0091**	**5.6400e-003**	**0.5172**	**7.6400e-003**	**0.5248**	**0.1378**	**7.3100e-003**	**0.1451**		**597.1968**	**597.1968**	**0.0493**	**0.0296**	**607.2378**

Regulatory Compliance Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1728	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003
Energy	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mobile	0.4085	0.3416	2.9770	5.4200e-003	0.5172	4.8100e-003	0.5220	0.1378	4.4800e-003	0.1422		552.4413	552.4413	0.0485	0.0287	562.2162
Total	**0.5853**	**0.3789**	**3.0091**	**5.6400e-003**	**0.5172**	**7.6400e-003**	**0.5248**	**0.1378**	**7.3100e-003**	**0.1451**		**597.1968**	**597.1968**	**0.0493**	**0.0296**	**607.2378**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/10/2022	1/10/2022	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37

Trips and VMT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Vineland Apartments - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Vineland Apartments - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory	0.4085	0.3416	2.9770	5.4200e-003	0.5172	4.8100e-003	0.5220	0.1378	4.4800e-003	0.1422		552.4413	552.4413	0.0485	0.0287	562.2162
Baseline	0.4085	0.3416	2.9770	5.4200e-003	0.5172	4.8100e-003	0.5220	0.1378	4.4800e-003	0.1422		552.4413	552.4413	0.0485	0.0287	562.2162

4.2 Trip Summary Information

	Average Daily Trip Rate			Baseline	Regulatory Compliance
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	183.38	183.38	91.84	228,130	228,130
Total	183.38	183.38	91.84	228,130	228,130

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Automobile Care Center	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Regulatory Compliance	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198
NaturalGas Baseline	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198

5.2 Energy by Land Use - NaturalGas

Baseline

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	380.408	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198
Total		**4.1000e-003**	**0.0373**	**0.0313**	**2.2000e-004**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**		**44.7538**	**44.7538**	**8.6000e-004**	**8.2000e-004**	**45.0198**

Regulatory Compliance

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.380408	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198
Total		**4.1000e-003**	**0.0373**	**0.0313**	**2.2000e-004**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**		**44.7538**	**44.7538**	**8.6000e-004**	**8.2000e-004**	**45.0198**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	0.1728	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003
Baseline	0.1728	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003

Vineland Apartments - Existing - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Baseline

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1531					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003
Total	**0.1728**	**1.0000e-005**	**7.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.6900e-003**	**1.6900e-003**	**0.0000**		**1.8000e-003**

Regulatory Compliance

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1531					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003
Total	**0.1728**	**1.0000e-005**	**7.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.6900e-003**	**1.6900e-003**	**0.0000**		**1.8000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

A.2

Existing (Winter)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Vineland Apartments - Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	7.73	1000sqft	0.76	7,731.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing buildings located at 10950 Hesby Street, 5000 Vineland and 5006 Vineland

Construction Phase - Existing uses only.

Off-road Equipment - Existing run only

Vehicle Trips - Default ITE Trip Rates for existing use

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	1.00
tblConstructionPhase	PhaseEndDate	1/21/2022	1/10/2022
tblLandUse	LotAcreage	0.18	0.76
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Baseline Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Regulatory Compliance Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Vineland Apartments - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Baseline Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1728	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003
Energy	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198
Mobile	0.3971	0.3682	3.0147	5.2000e-003	0.5172	4.8200e-003	0.5220	0.1378	4.4800e-003	0.1422		529.6631	529.6631	0.0513	0.0301	539.9287
Total	**0.5740**	**0.4055**	**3.0468**	**5.4200e-003**	**0.5172**	**7.6500e-003**	**0.5248**	**0.1378**	**7.3100e-003**	**0.1451**		**574.4186**	**574.4186**	**0.0522**	**0.0310**	**584.9503**

Regulatory Compliance Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1728	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003
Energy	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mobile	0.3971	0.3682	3.0147	5.2000e-003	0.5172	4.8200e-003	0.5220	0.1378	4.4800e-003	0.1422		529.6631	529.6631	0.0513	0.0301	539.9287
Total	**0.5740**	**0.4055**	**3.0468**	**5.4200e-003**	**0.5172**	**7.6500e-003**	**0.5248**	**0.1378**	**7.3100e-003**	**0.1451**		**574.4186**	**574.4186**	**0.0522**	**0.0310**	**584.9503**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/10/2022	1/10/2022	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37

Trips and VMT

Vineland Apartments - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Vineland Apartments - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Vineland Apartments - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	0.3971	0.3682	3.0147	5.2000e-003	0.5172	4.8200e-003	0.5220	0.1378	4.4800e-003	0.1422		529.6631	529.6631	0.0513	0.0301	539.9287
Baseline	0.3971	0.3682	3.0147	5.2000e-003	0.5172	4.8200e-003	0.5220	0.1378	4.4800e-003	0.1422		529.6631	529.6631	0.0513	0.0301	539.9287

4.2 Trip Summary Information

	Average Daily Trip Rate			Baseline	Regulatory Compliance
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	183.38	183.38	91.84	228,130	228,130
Total	183.38	183.38	91.84	228,130	228,130

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Automobile Care Center	0.546774	0.061880	0.186704	0.127505	0.022909	0.005912	0.010702	0.008032	0.000940	0.000617	0.023937	0.000692	0.003397

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Regulatory Compliance	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198
NaturalGas Baseline	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198

5.2 Energy by Land Use - NaturalGas

Baseline

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	380.408	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198
Total		**4.1000e-003**	**0.0373**	**0.0313**	**2.2000e-004**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**		**44.7538**	**44.7538**	**8.6000e-004**	**8.2000e-004**	**45.0198**

Regulatory Compliance

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.380408	4.1000e-003	0.0373	0.0313	2.2000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003		44.7538	44.7538	8.6000e-004	8.2000e-004	45.0198
Total		**4.1000e-003**	**0.0373**	**0.0313**	**2.2000e-004**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**		**44.7538**	**44.7538**	**8.6000e-004**	**8.2000e-004**	**45.0198**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	0.1728	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003
Baseline	0.1728	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003

Vineland Apartments - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Baseline

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1531					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003
Total	**0.1728**	**1.0000e-005**	**7.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.6900e-003**	**1.6900e-003**	**0.0000**		**1.8000e-003**

Regulatory Compliance

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1531					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6900e-003	1.6900e-003	0.0000		1.8000e-003
Total	**0.1728**	**1.0000e-005**	**7.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.6900e-003**	**1.6900e-003**	**0.0000**		**1.8000e-003**

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Vineland Apartments - Existing - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

A.3

Proposed (Summer)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vineland Apartments - Project

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	159.00	Space	0.00	63,600.00	0
Apartments Mid Rise	139.00	Dwelling Unit	0.76	97,284.00	398
Regional Shopping Center	1.41	1000sqft	0.00	1,410.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2026
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project site is approximately 0.76 acres in size, retail located on the ground floor.

Construction Phase - Construction schedule from April 2023 to October 2025.

Demolition - Demolition of 7,731 sq. ft. of existing buildings located at 10950 Hesby Street, 5000 Vineland and 5006 Vineland

Grading - 12,000 cy soil export.

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Default ITE Trip Generation Rates

Woodstoves - No woodstoves.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Fugitive Dust Rule 403 minimum controls

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Area Mitigation - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Energy Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	NumDays	100.00	599.00
tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	PhaseEndDate	6/28/2022	10/1/2025
tblConstructionPhase	PhaseEndDate	6/14/2022	10/1/2025
tblConstructionPhase	PhaseEndDate	1/21/2022	4/14/2023
tblConstructionPhase	PhaseEndDate	1/25/2022	6/15/2023
tblConstructionPhase	PhaseEndDate	6/21/2022	10/1/2025
tblConstructionPhase	PhaseStartDate	6/22/2022	9/1/2025
tblConstructionPhase	PhaseStartDate	1/26/2022	6/16/2023
tblConstructionPhase	PhaseStartDate	1/10/2022	4/1/2023
tblConstructionPhase	PhaseStartDate	1/22/2022	4/15/2023
tblConstructionPhase	PhaseStartDate	6/15/2022	9/1/2025
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	6.95	0.00
tblGrading	MaterialExported	0.00	12,000.00
tblLandUse	LandUseSquareFeet	139,000.00	97,284.00
tblLandUse	LotAcreage	1.43	0.00
tblLandUse	LotAcreage	3.66	0.76
tblLandUse	LotAcreage	0.03	0.00
tblWoodstoves	NumberCatalytic	6.95	0.00

tblWoodstoves	NumberNoncatalytic	6.95	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Baseline Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.0689	14.6452	12.0858	0.0348	6.0289	0.4487	6.4776	2.7605	0.4138	3.1744	0.0000	3,636.6671	3,636.6671	0.5642	0.3498	3,754.9982
2024	1.0031	7.2271	11.7296	0.0284	1.5861	0.2956	1.8817	0.4244	0.2722	0.6966	0.0000	2,877.4059	2,877.4059	0.4039	0.1011	2,917.6239
2025	29.5923	12.8479	21.5785	0.0461	2.0667	0.5270	2.5937	0.5519	0.4926	1.0445	0.0000	4,571.6731	4,571.6731	0.7274	0.1066	4,621.6315
Maximum	**29.5923**	**14.6452**	**21.5785**	**0.0461**	**6.0289**	**0.5270**	**6.4776**	**2.7605**	**0.4926**	**3.1744**	**0.0000**	**4,571.6731**	**4,571.6731**	**0.7274**	**0.3498**	**4,621.6315**

Regulatory Compliance Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.0689	14.6452	12.0858	0.0348	2.7698	0.4487	3.2185	1.1909	0.4138	1.6047	0.0000	3,636.6671	3,636.6671	0.5642	0.3498	3,754.9982

2024	1.0031	7.2271	11.7296	0.0284	1.5861	0.2956	1.8817	0.4244	0.2722	0.6966	0.0000	2,877.4059	2,877.4059	0.4039	0.1011	2,917.6239
2025	29.5923	12.8479	21.5785	0.0461	2.0667	0.5270	2.5937	0.5519	0.4926	1.0445	0.0000	4,571.6731	4,571.6731	0.7274	0.1066	4,621.6315
Maximum	**29.5923**	**14.6452**	**21.5785**	**0.0461**	**2.7698**	**0.5270**	**3.2185**	**1.1909**	**0.4926**	**1.6047**	**0.0000**	**4,571.6731**	**4,571.6731**	**0.7274**	**0.3498**	**4,621.6315**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**33.66**	**0.00**	**29.76**	**42.00**	**0.00**	**31.93**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Baseline Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7267	2.0920	12.3072	0.0131		0.2221	0.2221		0.2221	0.2221	0.0000	2,522.6839	2,522.6839	0.0678	0.0459	2,538.0486
Energy	0.0443	0.3782	0.1612	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.7005	482.7005	9.2500e-003	8.8500e-003	485.5689
Mobile	2.3040	2.2328	22.9439	0.0517	5.7370	0.0364	5.7734	1.5283	0.0338	1.5621		5,439.1180	5,439.1180	0.3454	0.2112	5,510.6813
Total	**5.0750**	**4.7030**	**35.4122**	**0.0672**	**5.7370**	**0.2891**	**6.0261**	**1.5283**	**0.2865**	**1.8148**	**0.0000**	**8,444.5024**	**8,444.5024**	**0.4225**	**0.2659**	**8,534.2989**

Regulatory Compliance Operational

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7267	2.0920	12.3072	0.0131		0.2221	0.2221		0.2221	0.2221	0.0000	2,522.6839	2,522.6839	0.0678	0.0459	2,538.0486
Energy	0.0443	0.3782	0.1612	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.7005	482.7005	9.2500e-003	8.8500e-003	485.5689
Mobile	2.3040	2.2328	22.9439	0.0517	5.7370	0.0364	5.7734	1.5283	0.0338	1.5621		5,439.1180	5,439.1180	0.3454	0.2112	5,510.6813
Total	**5.0750**	**4.7030**	**35.4122**	**0.0672**	**5.7370**	**0.2891**	**6.0261**	**1.5283**	**0.2865**	**1.8148**	**0.0000**	**8,444.5024**	**8,444.5024**	**0.4225**	**0.2659**	**8,534.2989**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2023	4/14/2023	5	10	
2	Grading	Grading	4/15/2023	6/15/2023	5	44	
3	Building Construction	Building Construction	6/16/2023	10/1/2025	5	599	
4	Paving	Paving	9/1/2025	10/1/2025	5	23	
5	Architectural Coating	Architectural Coating	9/1/2025	10/1/2025	5	23	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 33

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Paving: 0

Residential Indoor: 197,000; Residential Outdoor: 65,667; Non-Residential Indoor: 2,115; Non-Residential Outdoor: 705; Striped Parking Area: 3,816

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	35.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	127.00	26.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7610	0.0000	0.7610	0.1152	0.0000	0.1152			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.7610**	**0.2821**	**1.0431**	**0.1152**	**0.2698**	**0.3850**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.5900e-003	0.4567	0.1219	2.0500e-003	0.0613	2.8800e-003	0.0642	0.0168	2.7600e-003	0.0196		224.9310	224.9310	0.0124	0.0357	235.8851
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0320	0.0223	0.3624	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		101.2613	101.2613	2.5200e-003	2.3100e-003	102.0121

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.0396**	**0.4790**	**0.4843**	**3.0400e-003**	**0.1730**	**3.5500e-003**	**0.1766**	**0.0464**	**3.3800e-003**	**0.0498**		**326.1923**	**326.1923**	**0.0149**	**0.0380**	**337.8972**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2968	0.0000	0.2968	0.0449	0.0000	0.0449			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.2968**	**0.2821**	**0.5789**	**0.0449**	**0.2698**	**0.3147**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.5900e-003	0.4567	0.1219	2.0500e-003	0.0613	2.8800e-003	0.0642	0.0168	2.7600e-003	0.0196		224.9310	224.9310	0.0124	0.0357	235.8851
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0320	0.0223	0.3624	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		101.2613	101.2613	2.5200e-003	2.3100e-003	102.0121

Total	**0.0396**	**0.4790**	**0.4843**	**3.0400e-003**	**0.1730**	**3.5500e-003**	**0.1766**	**0.0464**	**3.3800e-003**	**0.0498**		**326.1923**	**326.1923**	**0.0149**	**0.0380**	**337.8972**

3.3 Grading - 2023

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3428	0.0000	5.3428	2.5732	0.0000	2.5732			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**5.3428**	**0.4201**	**5.7629**	**2.5732**	**0.3865**	**2.9597**		**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0739	4.4485	1.1873	0.0199	0.5967	0.0281	0.6248	0.1636	0.0269	0.1905		2,190.8867	2,190.8867	0.1207	0.3479	2,297.5824
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0179	0.2899	7.9000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		81.0090	81.0090	2.0200e-003	1.8500e-003	81.6097

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.0996**	**4.4664**	**1.4772**	**0.0207**	**0.6862**	**0.0286**	**0.7148**	**0.1873**	**0.0274**	**0.2147**		**2,271.8957**	**2,271.8957**	**0.1228**	**0.3498**	**2,379.1920**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0837	0.0000	2.0837	1.0036	0.0000	1.0036			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**2.0837**	**0.4201**	**2.5038**	**1.0036**	**0.3865**	**1.3901**	**0.0000**	**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0739	4.4485	1.1873	0.0199	0.5967	0.0281	0.6248	0.1636	0.0269	0.1905		2,190.8867	2,190.8867	0.1207	0.3479	2,297.5824
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0256	0.0179	0.2899	7.9000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		81.0090	81.0090	2.0200e-003	1.8500e-003	81.6097

Total	**0.0996**	**4.4664**	**1.4772**	**0.0207**	**0.6862**	**0.0286**	**0.7148**	**0.1873**	**0.0274**	**0.2147**		**2,271.8957**	**2,271.8957**	**0.1228**	**0.3498**	**2,379.1920**

3.4 Building Construction - 2023

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0299	0.9980	0.3866	4.8400e-003	0.1665	5.0200e-003	0.1716	0.0480	4.8000e-003	0.0528		520.7344	520.7344	0.0175	0.0749	543.4809
Worker	0.4067	0.2835	4.6021	0.0126	1.4196	8.5700e-003	1.4281	0.3765	7.8900e-003	0.3844		1,286.0182	1,286.0182	0.0320	0.0293	1,295.5535
Total	**0.4366**	**1.2815**	**4.9888**	**0.0174**	**1.5861**	**0.0136**	**1.5997**	**0.4244**	**0.0127**	**0.4371**		**1,806.7527**	**1,806.7527**	**0.0495**	**0.1042**	**1,839.0344**

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0299	0.9980	0.3866	4.8400e-003	0.1665	5.0200e-003	0.1716	0.0480	4.8000e-003	0.0528		520.7344	520.7344	0.0175	0.0749	543.4809
Worker	0.4067	0.2835	4.6021	0.0126	1.4196	8.5700e-003	1.4281	0.3765	7.8900e-003	0.3844		1,286.0182	1,286.0182	0.0320	0.0293	1,295.5535
Total	**0.4366**	**1.2815**	**4.9888**	**0.0174**	**1.5861**	**0.0136**	**1.5997**	**0.4244**	**0.0127**	**0.4371**		**1,806.7527**	**1,806.7527**	**0.0495**	**0.1042**	**1,839.0344**

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**		**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0290	1.0000	0.3784	4.7600e-003	0.1665	5.0500e-003	0.1716	0.0480	4.8300e-003	0.0528		512.9140	512.9140	0.0175	0.0738	535.3504
Worker	0.3791	0.2532	4.2837	0.0122	1.4196	8.2200e-003	1.4278	0.3765	7.5600e-003	0.3840		1,259.5085	1,259.5085	0.0290	0.0273	1,268.3558
Total	**0.4081**	**1.2532**	**4.6621**	**0.0170**	**1.5861**	**0.0133**	**1.5994**	**0.4244**	**0.0124**	**0.4368**		**1,772.4225**	**1,772.4225**	**0.0465**	**0.1011**	**1,803.7062**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**	**0.0000**	**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0290	1.0000	0.3784	4.7600e-003	0.1665	5.0500e-003	0.1716	0.0480	4.8300e-003	0.0528		512.9140	512.9140	0.0175	0.0738	535.3504
Worker	0.3791	0.2532	4.2837	0.0122	1.4196	8.2200e-003	1.4278	0.3765	7.5600e-003	0.3840		1,259.5085	1,259.5085	0.0290	0.0273	1,268.3558
Total	**0.4081**	**1.2532**	**4.6621**	**0.0170**	**1.5861**	**0.0133**	**1.5994**	**0.4244**	**0.0124**	**0.4368**		**1,772.4225**	**1,772.4225**	**0.0465**	**0.1011**	**1,803.7062**

3.4 Building Construction - 2025

Baseline Construction On-Site

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**		**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0282	0.9953	0.3714	4.6700e-003	0.1665	5.0700e-003	0.1716	0.0480	4.8500e-003	0.0528		503.6795	503.6795	0.0176	0.0725	525.7383
Worker	0.3545	0.2275	3.9923	0.0118	1.4196	7.8400e-003	1.4274	0.3765	7.2100e-003	0.3837		1,228.6901	1,228.6901	0.0261	0.0255	1,236.9302
Total	**0.3827**	**1.2228**	**4.3638**	**0.0165**	**1.5861**	**0.0129**	**1.5990**	**0.4244**	**0.0121**	**0.4365**		**1,732.3697**	**1,732.3697**	**0.0438**	**0.0980**	**1,762.6685**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**	**0.0000**	**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0282	0.9953	0.3714	4.6700e-003	0.1665	5.0700e-003	0.1716	0.0480	4.8500e-003	0.0528		503.6795	503.6795	0.0176	0.0725	525.7383
Worker	0.3545	0.2275	3.9923	0.0118	1.4196	7.8400e-003	1.4274	0.3765	7.2100e-003	0.3837		1,228.6901	1,228.6901	0.0261	0.0255	1,236.9302
Total	**0.3827**	**1.2228**	**4.3638**	**0.0165**	**1.5861**	**0.0129**	**1.5990**	**0.4244**	**0.0121**	**0.4365**		**1,732.3697**	**1,732.3697**	**0.0438**	**0.0980**	**1,762.6685**

3.5 Paving - 2025

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046		1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**		**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0503	0.0323	0.5658	1.6700e-003	0.2012	1.1100e-003	0.2023	0.0534	1.0200e-003	0.0544		174.1451	174.1451	3.7000e-003	3.6100e-003	175.3129
Total	**0.0503**	**0.0323**	**0.5658**	**1.6700e-003**	**0.2012**	**1.1100e-003**	**0.2023**	**0.0534**	**1.0200e-003**	**0.0544**		**174.1451**	**174.1451**	**3.7000e-003**	**3.6100e-003**	**175.3129**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Off-Road	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046	0.0000	1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**	**0.0000**	**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0503	0.0323	0.5658	1.6700e-003	0.2012	1.1100e-003	0.2023	0.0534	1.0200e-003	0.0544		174.1451	174.1451	3.7000e-003	3.6100e-003	175.3129
Total	**0.0503**	**0.0323**	**0.5658**	**1.6700e-003**	**0.2012**	**1.1100e-003**	**0.2023**	**0.0534**	**1.0200e-003**	**0.0544**		**174.1451**	**174.1451**	**3.7000e-003**	**3.6100e-003**	**175.3129**

3.6 Architectural Coating - 2025

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	27.8039					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**27.9747**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0698	0.0448	0.7859	2.3200e-003	0.2794	1.5400e-003	0.2810	0.0741	1.4200e-003	0.0755		241.8681	241.8681	5.1400e-003	5.0100e-003	243.4902
Total	**0.0698**	**0.0448**	**0.7859**	**2.3200e-003**	**0.2794**	**1.5400e-003**	**0.2810**	**0.0741**	**1.4200e-003**	**0.0755**		**241.8681**	**241.8681**	**5.1400e-003**	**5.0100e-003**	**243.4902**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	27.8039					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**27.9747**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0698	0.0448	0.7859	2.3200e-003	0.2794	1.5400e-003	0.2810	0.0741	1.4200e-003	0.0755		241.8681	241.8681	5.1400e-003	5.0100e-003	243.4902
Total	**0.0698**	**0.0448**	**0.7859**	**2.3200e-003**	**0.2794**	**1.5400e-003**	**0.2810**	**0.0741**	**1.4200e-003**	**0.0755**		**241.8681**	**241.8681**	**5.1400e-003**	**5.0100e-003**	**243.4902**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	2.3040	2.2328	22.9439	0.0517	5.7370	0.0364	5.7734	1.5283	0.0338	1.5621		5,439.1180	5,439.1180	0.3454	0.2112	5,510.6813
Baseline	2.3040	2.2328	22.9439	0.0517	5.7370	0.0364	5.7734	1.5283	0.0338	1.5621		5,439.1180	5,439.1180	0.3454	0.2112	5,510.6813

4.2 Trip Summary Information

	Average Daily Trip Rate			Baseline	Regulatory Compliance
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	756.16	682.49	568.51	2,456,346	2,456,346
Enclosed Parking with Elevator	0.00	0.00	0.00		
Regional Shopping Center	53.23	65.03	29.75	111,516	111,516
Total	809.39	747.52	598.26	2,567,862	2,567,862

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Regional Shopping Center	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Regulatory Compliance	0.0443	0.3782	0.1612	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.7005	482.7005	9.2500e-003	8.8500e-003	485.5689
NaturalGas Baseline	0.0443	0.3782	0.1612	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.7005	482.7005	9.2500e-003	8.8500e-003	485.5689

5.2 Energy by Land Use - NaturalGas

Baseline

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4096.66	0.0442	0.3775	0.1607	2.4100e-003		0.0305	0.0305		0.0305	0.0305		481.9597	481.9597	9.2400e-003	8.8400e-003	484.8238
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	6.29671	7.0000e-005	6.2000e-004	5.2000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.7408	0.7408	1.0000e-005	1.0000e-005	0.7452

Total		**0.0443**	**0.3782**	**0.1612**	**2.4100e-003**		**0.0306**	**0.0306**		**0.0306**	**0.0306**		**482.7005**	**482.7005**	**9.2500e-003**	**8.8500e-003**	**485.5689**

Regulatory Compliance

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.09666	0.0442	0.3775	0.1607	2.4100e-003		0.0305	0.0305		0.0305	0.0305		481.9597	481.9597	9.2400e-003	8.8400e-003	484.8238
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.00629671	7.0000e-005	6.2000e-004	5.2000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.7408	0.7408	1.0000e-005	1.0000e-005	0.7452
Total		**0.0443**	**0.3782**	**0.1612**	**2.4100e-003**		**0.0306**	**0.0306**		**0.0306**	**0.0306**		**482.7005**	**482.7005**	**9.2500e-003**	**8.8500e-003**	**485.5689**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	2.7267	2.0920	12.3072	0.0131		0.2221	0.2221		0.2221	0.2221	0.0000	2,522.6839	2,522.6839	0.0678	0.0459	2,538.0486
Baseline	2.7267	2.0920	12.3072	0.0131		0.2221	0.2221		0.2221	0.2221	0.0000	2,522.6839	2,522.6839	0.0678	0.0459	2,538.0486

6.2 Area by SubCategory

Baseline

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9767					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2294	1.9599	0.8340	0.0125		0.1585	0.1585		0.1585	0.1585	0.0000	2,502.0000	2,502.0000	0.0480	0.0459	2,516.8681
Landscaping	0.3455	0.1321	11.4732	6.1000e-004		0.0636	0.0636		0.0636	0.0636		20.6839	20.6839	0.0199		21.1805
Total	**2.7267**	**2.0920**	**12.3072**	**0.0131**		**0.2221**	**0.2221**		**0.2221**	**0.2221**	**0.0000**	**2,522.6839**	**2,522.6839**	**0.0678**	**0.0459**	**2,538.0486**

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regulatory Compliance

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9767					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2294	1.9599	0.8340	0.0125		0.1585	0.1585		0.1585	0.1585	0.0000	2,502.0000	2,502.0000	0.0480	0.0459	2,516.8681
Landscaping	0.3455	0.1321	11.4732	6.1000e-004		0.0636	0.0636		0.0636	0.0636		20.6839	20.6839	0.0199		21.1805
Total	**2.7267**	**2.0920**	**12.3072**	**0.0131**		**0.2221**	**0.2221**		**0.2221**	**0.2221**	**0.0000**	**2,522.6839**	**2,522.6839**	**0.0678**	**0.0459**	**2,538.0486**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Vineland Apartments - Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

A.4

Proposed (Winter)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vineland Apartments - Project

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	159.00	Space	0.00	63,600.00	0
Apartments Mid Rise	139.00	Dwelling Unit	0.76	97,284.00	398
Regional Shopping Center	1.41	1000sqft	0.00	1,410.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2026
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project site is approximately 0.76 acres in size, retail located on the ground floor.

Construction Phase - Construction schedule from April 2023 to October 2025.

Demolition - Demolition of 7,731 sq. ft. of existing buildings located at 10950 Hesby Street, 5000 Vineland and 5006 Vineland

Grading - 12,000 cy soil export.

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Default ITE Trip Generation Rates

Woodstoves - No woodstoves.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Fugitive Dust Rule 403 minimum controls

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Area Mitigation - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Energy Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	NumDays	100.00	599.00
tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	PhaseEndDate	6/28/2022	10/1/2025
tblConstructionPhase	PhaseEndDate	6/14/2022	10/1/2025
tblConstructionPhase	PhaseEndDate	1/21/2022	4/14/2023
tblConstructionPhase	PhaseEndDate	1/25/2022	6/15/2023
tblConstructionPhase	PhaseEndDate	6/21/2022	10/1/2025
tblConstructionPhase	PhaseStartDate	6/22/2022	9/1/2025
tblConstructionPhase	PhaseStartDate	1/26/2022	6/16/2023
tblConstructionPhase	PhaseStartDate	1/10/2022	4/1/2023
tblConstructionPhase	PhaseStartDate	1/22/2022	4/15/2023
tblConstructionPhase	PhaseStartDate	6/15/2022	9/1/2025
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	6.95	0.00
tblGrading	MaterialExported	0.00	12,000.00
tblLandUse	LandUseSquareFeet	139,000.00	97,284.00
tblLandUse	LotAcreage	1.43	0.00
tblLandUse	LotAcreage	3.66	0.76
tblLandUse	LotAcreage	0.03	0.00
tblWoodstoves	NumberCatalytic	6.95	0.00

tblWoodstoves	NumberNoncatalytic	6.95	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Baseline Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.0981	14.8432	11.7259	0.0348	6.0289	0.4488	6.4777	2.7605	0.4139	3.1744	0.0000	3,634.7055	3,634.7055	0.5639	0.3503	3,753.1805
2024	1.0316	7.3005	11.3988	0.0278	1.5861	0.2957	1.8818	0.4244	0.2722	0.6966	0.0000	2,811.9963	2,811.9963	0.4042	0.1031	2,852.8315
2025	29.6299	12.9264	21.1665	0.0453	2.0667	0.5270	2.5937	0.5519	0.4926	1.0445	0.0000	4,486.1759	4,486.1759	0.7279	0.1091	4,536.8879
Maximum	**29.6299**	**14.8432**	**21.1665**	**0.0453**	**6.0289**	**0.5270**	**6.4777**	**2.7605**	**0.4926**	**3.1744**	**0.0000**	**4,486.1759**	**4,486.1759**	**0.7279**	**0.3503**	**4,536.8879**

Regulatory Compliance Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.0981	14.8432	11.7259	0.0348	2.7698	0.4488	3.2186	1.1909	0.4139	1.6048	0.0000	3,634.7055	3,634.7055	0.5639	0.3503	3,753.1805

2024	1.0316	7.3005	11.3988	0.0278	1.5861	0.2957	1.8818	0.4244	0.2722	0.6966	0.0000	2,811.9963	2,811.9963	0.4042	0.1031	2,852.8315
2025	29.6299	12.9264	21.1665	0.0453	2.0667	0.5270	2.5937	0.5519	0.4926	1.0445	0.0000	4,486.1759	4,486.1759	0.7279	0.1091	4,536.8879
Maximum	**29.6299**	**14.8432**	**21.1665**	**0.0453**	**2.7698**	**0.5270**	**3.2186**	**1.1909**	**0.4926**	**1.6048**	**0.0000**	**4,486.1759**	**4,486.1759**	**0.7279**	**0.3503**	**4,536.8879**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**33.66**	**0.00**	**29.75**	**42.00**	**0.00**	**31.93**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Baseline Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7267	2.0920	12.3072	0.0131		0.2221	0.2221		0.2221	0.2221	0.0000	2,522.6839	2,522.6839	0.0678	0.0459	2,538.0486
Energy	0.0443	0.3782	0.1612	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.7005	482.7005	9.2500e-003	8.8500e-003	485.5689
Mobile	2.2618	2.4091	22.5354	0.0495	5.7370	0.0364	5.7735	1.5283	0.0338	1.5621		5,210.6063	5,210.6063	0.3549	0.2202	5,285.0865
Total	**5.0328**	**4.8792**	**35.0038**	**0.0650**	**5.7370**	**0.2891**	**6.0261**	**1.5283**	**0.2865**	**1.8148**	**0.0000**	**8,215.9907**	**8,215.9907**	**0.4319**	**0.2749**	**8,308.7040**

Regulatory Compliance Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7267	2.0920	12.3072	0.0131		0.2221	0.2221		0.2221	0.2221	0.0000	2,522.6839	2,522.6839	0.0678	0.0459	2,538.0486
Energy	0.0443	0.3782	0.1612	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.7005	482.7005	9.2500e-003	8.8500e-003	485.5689
Mobile	2.2618	2.4091	22.5354	0.0495	5.7370	0.0364	5.7735	1.5283	0.0338	1.5621		5,210.6063	5,210.6063	0.3549	0.2202	5,285.0865
Total	**5.0328**	**4.8792**	**35.0038**	**0.0650**	**5.7370**	**0.2891**	**6.0261**	**1.5283**	**0.2865**	**1.8148**	**0.0000**	**8,215.9907**	**8,215.9907**	**0.4319**	**0.2749**	**8,308.7040**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2023	4/14/2023	5	10	
2	Grading	Grading	4/15/2023	6/15/2023	5	44	
3	Building Construction	Building Construction	6/16/2023	10/1/2025	5	599	
4	Paving	Paving	9/1/2025	10/1/2025	5	23	
5	Architectural Coating	Architectural Coating	9/1/2025	10/1/2025	5	23	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 33

Date: 1/12/2022 9:23 AM

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Paving: 0

Residential Indoor: 197,000; Residential Outdoor: 65,667; Non-Residential Indoor: 2,115; Non-Residential Outdoor: 705; Striped Parking Area: 3,816

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	35.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	127.00	26.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7610	0.0000	0.7610	0.1152	0.0000	0.1152			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.7610**	**0.2821**	**1.0431**	**0.1152**	**0.2698**	**0.3850**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.1000e-003	0.4769	0.1236	2.0500e-003	0.0613	2.8900e-003	0.0642	0.0168	2.7600e-003	0.0196		225.1681	225.1681	0.0124	0.0358	236.1331
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0247	0.3331	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		95.9227	95.9227	2.5600e-003	2.4700e-003	96.7212

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.0415**	**0.5015**	**0.4567**	**2.9900e-003**	**0.1730**	**3.5600e-003**	**0.1766**	**0.0464**	**3.3800e-003**	**0.0498**		**321.0908**	**321.0908**	**0.0149**	**0.0382**	**332.8543**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2968	0.0000	0.2968	0.0449	0.0000	0.0449			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.2968**	**0.2821**	**0.5789**	**0.0449**	**0.2698**	**0.3147**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.1000e-003	0.4769	0.1236	2.0500e-003	0.0613	2.8900e-003	0.0642	0.0168	2.7600e-003	0.0196		225.1681	225.1681	0.0124	0.0358	236.1331
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0247	0.3331	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		95.9227	95.9227	2.5600e-003	2.4700e-003	96.7212

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.0415**	**0.5015**	**0.4567**	**2.9900e-003**	**0.1730**	**3.5600e-003**	**0.1766**	**0.0464**	**3.3800e-003**	**0.0498**		**321.0908**	**321.0908**	**0.0149**	**0.0382**	**332.8543**

3.3 Grading - 2023

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3428	0.0000	5.3428	2.5732	0.0000	2.5732			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**5.3428**	**0.4201**	**5.7629**	**2.5732**	**0.3865**	**2.9597**		**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0692	4.6446	1.2037	0.0200	0.5967	0.0281	0.6249	0.1636	0.0269	0.1905		2,193.1960	2,193.1960	0.1205	0.3483	2,299.9973
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0275	0.0197	0.2665	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		76.7381	76.7381	2.0500e-003	1.9700e-003	77.3770

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	**0.0967**	**4.6644**	**1.4701**	**0.0207**	**0.6862**	**0.0287**	**0.7148**	**0.1873**	**0.0274**	**0.2147**		**2,269.9342**	**2,269.9342**	**0.1225**	**0.3503**	**2,377.3743**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0837	0.0000	2.0837	1.0036	0.0000	1.0036			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**2.0837**	**0.4201**	**2.5038**	**1.0036**	**0.3865**	**1.3901**	**0.0000**	**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0692	4.6446	1.2037	0.0200	0.5967	0.0281	0.6249	0.1636	0.0269	0.1905		2,193.1960	2,193.1960	0.1205	0.3483	2,299.9973
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0275	0.0197	0.2665	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		76.7381	76.7381	2.0500e-003	1.9700e-003	77.3770

Total	**0.0967**	**4.6644**	**1.4701**	**0.0207**	**0.6862**	**0.0287**	**0.7148**	**0.1873**	**0.0274**	**0.2147**		**2,269.9342**	**2,269.9342**	**0.1225**	**0.3503**	**2,377.3743**

3.4 Building Construction - 2023

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0289	1.0449	0.3988	4.8500e-003	0.1665	5.0500e-003	0.1716	0.0480	4.8300e-003	0.0528		521.6128	521.6128	0.0174	0.0751	544.4169
Worker	0.4370	0.3132	4.2301	0.0119	1.4196	8.5700e-003	1.4281	0.3765	7.8900e-003	0.3844		1,218.2179	1,218.2179	0.0325	0.0313	1,228.3594
Total	**0.4659**	**1.3581**	**4.6289**	**0.0168**	**1.5861**	**0.0136**	**1.5997**	**0.4244**	**0.0127**	**0.4371**		**1,739.8307**	**1,739.8307**	**0.0498**	**0.1064**	**1,772.7763**

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0289	1.0449	0.3988	4.8500e-003	0.1665	5.0500e-003	0.1716	0.0480	4.8300e-003	0.0528		521.6128	521.6128	0.0174	0.0751	544.4169
Worker	0.4370	0.3132	4.2301	0.0119	1.4196	8.5700e-003	1.4281	0.3765	7.8900e-003	0.3844		1,218.2179	1,218.2179	0.0325	0.0313	1,228.3594
Total	**0.4659**	**1.3581**	**4.6289**	**0.0168**	**1.5861**	**0.0136**	**1.5997**	**0.4244**	**0.0127**	**0.4371**		**1,739.8307**	**1,739.8307**	**0.0498**	**0.1064**	**1,772.7763**

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**		**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0279	1.0470	0.3904	4.7700e-003	0.1665	5.0800e-003	0.1716	0.0480	4.8600e-003	0.0528		513.7973	513.7973	0.0174	0.0740	536.2896
Worker	0.4086	0.2796	3.9409	0.0116	1.4196	8.2200e-003	1.4278	0.3765	7.5600e-003	0.3840		1,193.2156	1,193.2156	0.0294	0.0291	1,202.6242
Total	**0.4366**	**1.3266**	**4.3313**	**0.0163**	**1.5861**	**0.0133**	**1.5994**	**0.4244**	**0.0124**	**0.4369**		**1,707.0129**	**1,707.0129**	**0.0469**	**0.1031**	**1,738.9138**

Regulatory Compliance Construction On-Site

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**	**0.0000**	**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0279	1.0470	0.3904	4.7700e-003	0.1665	5.0800e-003	0.1716	0.0480	4.8600e-003	0.0528		513.7973	513.7973	0.0174	0.0740	536.2896
Worker	0.4086	0.2796	3.9409	0.0116	1.4196	8.2200e-003	1.4278	0.3765	7.5600e-003	0.3840		1,193.2156	1,193.2156	0.0294	0.0291	1,202.6242
Total	**0.4366**	**1.3266**	**4.3313**	**0.0163**	**1.5861**	**0.0133**	**1.5994**	**0.4244**	**0.0124**	**0.4369**		**1,707.0129**	**1,707.0129**	**0.0469**	**0.1031**	**1,738.9138**

3.4 Building Construction - 2025

Baseline Construction On-Site

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220		1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**		**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0271	1.0421	0.3833	4.6800e-003	0.1665	5.0900e-003	0.1716	0.0480	4.8700e-003	0.0528		504.5625	504.5625	0.0176	0.0727	526.6756
Worker	0.3835	0.2512	3.6757	0.0112	1.4196	7.8400e-003	1.4274	0.3765	7.2100e-003	0.3837		1,164.1591	1,164.1591	0.0266	0.0272	1,172.9215
Total	**0.4105**	**1.2933**	**4.0590**	**0.0159**	**1.5861**	**0.0129**	**1.5990**	**0.4244**	**0.0121**	**0.4365**		**1,668.7215**	**1,668.7215**	**0.0441**	**0.0999**	**1,699.5971**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	lb/day										lb/day					
Off-Road	0.5510	5.4820	7.0282	0.0114		0.2413	0.2413		0.2220	0.2220	0.0000	1,105.5711	1,105.5711	0.3576		1,114.5102
Total	**0.5510**	**5.4820**	**7.0282**	**0.0114**		**0.2413**	**0.2413**		**0.2220**	**0.2220**	**0.0000**	**1,105.5711**	**1,105.5711**	**0.3576**		**1,114.5102**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0271	1.0421	0.3833	4.6800e-003	0.1665	5.0900e-003	0.1716	0.0480	4.8700e-003	0.0528		504.5625	504.5625	0.0176	0.0727	526.6756
Worker	0.3835	0.2512	3.6757	0.0112	1.4196	7.8400e-003	1.4274	0.3765	7.2100e-003	0.3837		1,164.1591	1,164.1591	0.0266	0.0272	1,172.9215
Total	**0.4105**	**1.2933**	**4.0590**	**0.0159**	**1.5861**	**0.0129**	**1.5990**	**0.4244**	**0.0121**	**0.4365**		**1,668.7215**	**1,668.7215**	**0.0441**	**0.0999**	**1,699.5971**

3.5 Paving - 2025

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046		1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**		**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0544	0.0356	0.5210	1.5800e-003	0.2012	1.1100e-003	0.2023	0.0534	1.0200e-003	0.0544		164.9989	164.9989	3.7600e-003	3.8500e-003	166.2409
Total	**0.0544**	**0.0356**	**0.5210**	**1.5800e-003**	**0.2012**	**1.1100e-003**	**0.2023**	**0.0534**	**1.0200e-003**	**0.0544**		**164.9989**	**164.9989**	**3.7600e-003**	**3.8500e-003**	**166.2409**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Off-Road	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046	0.0000	1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**	**0.0000**	**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0544	0.0356	0.5210	1.5800e-003	0.2012	1.1100e-003	0.2023	0.0534	1.0200e-003	0.0544		164.9989	164.9989	3.7600e-003	3.8500e-003	166.2409
Total	**0.0544**	**0.0356**	**0.5210**	**1.5800e-003**	**0.2012**	**1.1100e-003**	**0.2023**	**0.0534**	**1.0200e-003**	**0.0544**		**164.9989**	**164.9989**	**3.7600e-003**	**3.8500e-003**	**166.2409**

3.6 Architectural Coating - 2025

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	27.8039					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**27.9747**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0755	0.0494	0.7236	2.2000e-003	0.2794	1.5400e-003	0.2810	0.0741	1.4200e-003	0.0755		229.1652	229.1652	5.2300e-003	5.3500e-003	230.8901
Total	**0.0755**	**0.0494**	**0.7236**	**2.2000e-003**	**0.2794**	**1.5400e-003**	**0.2810**	**0.0741**	**1.4200e-003**	**0.0755**		**229.1652**	**229.1652**	**5.2300e-003**	**5.3500e-003**	**230.8901**

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	27.8039					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**27.9747**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0755	0.0494	0.7236	2.2000e-003	0.2794	1.5400e-003	0.2810	0.0741	1.4200e-003	0.0755		229.1652	229.1652	5.2300e-003	5.3500e-003	230.8901
Total	**0.0755**	**0.0494**	**0.7236**	**2.2000e-003**	**0.2794**	**1.5400e-003**	**0.2810**	**0.0741**	**1.4200e-003**	**0.0755**		**229.1652**	**229.1652**	**5.2300e-003**	**5.3500e-003**	**230.8901**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory	2.2618	2.4091	22.5354	0.0495	5.7370	0.0364	5.7735	1.5283	0.0338	1.5621		5,210.6063	5,210.6063	0.3549	0.2202	5,285.0865
Baseline	2.2618	2.4091	22.5354	0.0495	5.7370	0.0364	5.7735	1.5283	0.0338	1.5621		5,210.6063	5,210.6063	0.3549	0.2202	5,285.0865

4.2 Trip Summary Information

	Average Daily Trip Rate			Baseline	Regulatory Compliance
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	756.16	682.49	568.51	2,456,346	2,456,346
Enclosed Parking with Elevator	0.00	0.00	0.00		
Regional Shopping Center	53.23	65.03	29.75	111,516	111,516
Total	809.39	747.52	598.26	2,567,862	2,567,862

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Enclosed Parking with Elevator	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318
Regional Shopping Center	0.537891	0.065289	0.189998	0.126515	0.023567	0.006518	0.011114	0.008084	0.000933	0.000591	0.025474	0.000708	0.003318

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Regulatory Compliance	0.0443	0.3782	0.1612	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.7005	482.7005	9.2500e-003	8.8500e-003	485.5689
NaturalGas Baseline	0.0443	0.3782	0.1612	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.7005	482.7005	9.2500e-003	8.8500e-003	485.5689

5.2 Energy by Land Use - NaturalGas

Baseline

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4096.66	0.0442	0.3775	0.1607	2.4100e-003		0.0305	0.0305		0.0305	0.0305		481.9597	481.9597	9.2400e-003	8.8400e-003	484.8238
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	6.29671	7.0000e-005	6.2000e-004	5.2000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.7408	0.7408	1.0000e-005	1.0000e-005	0.7452

Total		**0.0443**	**0.3782**	**0.1612**	**2.4100e-003**		**0.0306**	**0.0306**		**0.0306**	**0.0306**		**482.7005**	**482.7005**	**9.2500e-003**	**8.8500e-003**	**485.5689**

Regulatory Compliance

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.09666	0.0442	0.3775	0.1607	2.4100e-003		0.0305	0.0305		0.0305	0.0305		481.9597	481.9597	9.2400e-003	8.8400e-003	484.8238
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.00629671	7.0000e-005	6.2000e-004	5.2000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.7408	0.7408	1.0000e-005	1.0000e-005	0.7452
Total		**0.0443**	**0.3782**	**0.1612**	**2.4100e-003**		**0.0306**	**0.0306**		**0.0306**	**0.0306**		**482.7005**	**482.7005**	**9.2500e-003**	**8.8500e-003**	**485.5689**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance	2.7267	2.0920	12.3072	0.0131		0.2221	0.2221		0.2221	0.2221	0.0000	2,522.6839	2,522.6839	0.0678	0.0459	2,538.0486
Baseline	2.7267	2.0920	12.3072	0.0131		0.2221	0.2221		0.2221	0.2221	0.0000	2,522.6839	2,522.6839	0.0678	0.0459	2,538.0486

6.2 Area by SubCategory

Baseline

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9767					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2294	1.9599	0.8340	0.0125		0.1585	0.1585		0.1585	0.1585	0.0000	2,502.0000	2,502.0000	0.0480	0.0459	2,516.8681
Landscaping	0.3455	0.1321	11.4732	6.1000e-004		0.0636	0.0636		0.0636	0.0636		20.6839	20.6839	0.0199		21.1805
Total	**2.7267**	**2.0920**	**12.3072**	**0.0131**		**0.2221**	**0.2221**		**0.2221**	**0.2221**	**0.0000**	**2,522.6839**	**2,522.6839**	**0.0678**	**0.0459**	**2,538.0486**

Regulatory Compliance

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9767					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2294	1.9599	0.8340	0.0125		0.1585	0.1585		0.1585	0.1585	0.0000	2,502.0000	2,502.0000	0.0480	0.0459	2,516.8681
Landscaping	0.3455	0.1321	11.4732	6.1000e-004		0.0636	0.0636		0.0636	0.0636		20.6839	20.6839	0.0199		21.1805
Total	**2.7267**	**2.0920**	**12.3072**	**0.0131**		**0.2221**	**0.2221**		**0.2221**	**0.2221**	**0.0000**	**2,522.6839**	**2,522.6839**	**0.0678**	**0.0459**	**2,538.0486**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Vineland Apartments - Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment B
Noise Study

NOISE STUDY

FOR THE

VINELAND APARTMENTS PROJECT

5000 Vineland Avenue, North Hollywood California 91601

PREPARED FOR:

NoHo Properties, LLC
16060 Ventura Blvd #300
Encino, CA 91436

PREPARED BY:

Westlake Village Office
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Consultants

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JANUARY 2022

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Figures

Tables

EXECUTIVE SUMMARY

The Applicant proposes to demolish all existing buildings and site improvements, and construct a new 7-story, 139-unit apartment building with 1,410 square feet of commercial space over one level subterranean garage and related site improvements.

In accordance with requirements under the California Environmental Quality Act (CEQA), this Noise Study estimates future noise and vibration levels at surrounding land uses resulting from construction and operation of the Project. The report includes the categories and types of noise and vibration sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations.

This report summarizes the potential for the Project to generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; generate excessive groundborne vibration or groundborne noise levels; or expose people residing or working in the project area to excessive noise levels.

The findings of the analyses are as follows:

- Construction activities would not result in short-term and temporary noise impacts to nearby noise-sensitive receptors due to on-site construction equipment and activities. Compliance with the City's Nosie Ordinance and standards established in the local general plan would ensure implementation of noise-attenuation techniques and placement of the construction-staging area and earthmoving equipment away from noise-sensitive sites to reduce construction noise levels below the significance threshold.
- Construction of the Project would generate sporadic, temporary vibration effects adjacent to the Project area but would not be expected to exceed the significance thresholds.
- Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed recommended measures for each individual project and compliance with locally adopted and enforced noise ordinances. Given that construction activities would be required to comply with the City's allowable hours and would be temporary, construction-related noise would not be significant.
- Noise associated with cumulative operational sources would not be significant.
- Due to the rapid attenuation characteristics of ground-borne vibration and the distance of the cumulative projects to the Project site, no potential exists for cumulative construction- or operational-related impacts with respect to ground-borne vibration.

PROJECT DESCRIPTION

The Project site is located at 5000 Vineland Avenue (APNs 2419-004-024, -001 and -003) within the North Hollywood neighborhood in the City of Los Angeles (City) as shown in **Figure 1: Project Site Location**. The Project site is located in a Transit Priority Area designed to implement the City of Los Angeles Planning Department Transit Oriented Communities (TOC) incentive program. The property is approximately 33,128 square feet (0.76 acres) and is currently developed with 7,731 square feet of commercial uses and associated improvements. Hesby Street is adjacent to the property to the north, Morrison Street to the south and Vineland Avenue to the west. The site and abutting properties are Zoned C4-1-CA (Commercial) and R3 (Multiple Dwelling). Surrounding uses to the Project site include commercial and multi-family residential along Hesby Street to the north, commercial and multi-family to the south along Morrison Street, multi-family uses to the east along Hesby Street and Morrison Street, and commercial and multi-family uses to the west across Vineland Avenue.

The Project proposes to demolish the existing uses and site improvements to construct a new 7-story 139-unit apartment building over one level subterranean garage and related improvements. The proposed development would be 97,284 gross square feet in size with 159 parking stalls. Additionally, the Project would include 1,410 square feet of commercial uses on the ground floor.

NOISE DESCRIPTORS

Fundamentals of Sound

Because the human ear does not respond uniformly to sounds at all frequencies, sound-pressure level alone is not a reliable indicator of loudness. For example, the human ear is less sensitive to low and high frequencies than to the medium frequencies that more closely correspond to human speech. In response to the sensitivity of the human ear to certain sound frequencies, the A-weighted noise level, referenced in units of dBA, was developed to better correspond with people's subjective judgment of sound levels. To support assessing a community reaction to noise, scales have been developed that average sound-pressure levels over time and quantify the result in terms of a single numerical descriptor. Several scales have been developed that address community noise levels. The equivalent sound level (Leq) is the average A-weighted sound level measured over a given time interval. Leq can be measured over any period but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.

Table 1: Noise Descriptors identifies various noise descriptors developed to measure sound levels over different periods of time.

SOURCE: Google Earth - 2022

FIGURE **1**

Meridian Consultants

Project Site Location

345-001-21

TABLE 1
NOISE DESCRIPTORS

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measure sound to a reference pressure.
A-weighted decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Hertz (Hz)	The frequency of the pressure vibration, which is measured in cycles per second.
Kilo hertz (kHz)	One thousand cycles per second.
Equivalent sound level (Leq)	The sound level containing the same total energy as a time varying signal over a given time period. The Leq is the value that expresses the time averaged total energy of a fluctuating sound level. Leq can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.
Community noise equivalent level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments add 5 dBA for the evening, 7:00 PM to 10:00 PM, and add 10 dBA for the night, 10:00 PM to 7:00 AM. The 5- and 10-dB penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour Leq measurements typically results in a CNEL measurement that is within approximately 3 dBA of the peak-hour Lean[a]
Nighttime (Lights)	Lights is the average noise exposure during the hourly periods from 10:00 PM to 7:00 AM.
Sound pressure level	The sound pressure is the force of sound on a surface area perpendicular to the direction of the sound. The sound pressure level is expressed in dB.
Ambient noise	The level of noise that is all encompassing within a given environment, being usually a composite of sounds from many and varied sources near to and far from the observer. No specific source is identified in the ambient environment.

[a] *California Department of Transportation,* Technical Noise Supplement; A Technical Supplement to the Traffic Noise Analysis Protocol, *(Sacramento, California: November 2009), pp. N51-N54.*

A doubling of sound energy results in a 3 dBA increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. In general, changes in a noise level of less than 3 dBA are not noticed by the human ear.[1] Changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dBA is readily noticeable, while the human ear perceives a 10 dBA increase in sound level to be a doubling of sound volume.

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[1] US Department of Transportation, Federal Highway Administration (USDOT FHWA), Fundamentals and Abatement of Highway Traffic Noise (Springfield, VA: Author, September 1980), 81.

Noise sources can generally be categorized in two types: (1) point sources, such as stationary equipment; and (2) line sources, such as a roadway. Sound generated by a point source typically diminishes (attenuates) at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically hard sites, and at a rate of 7.5 dBA at acoustically soft sites.[2] A hard or reflective site consists of asphalt, concrete, or very hard-packed soil, which does not provide any excess ground-effect attenuation. An acoustically soft or absorptive site is characteristic of normal earth and most ground with vegetation. As an example, a 60-dBA noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dBA at 100 feet from the source and 48 dBA at 200 feet from the source. Noise from the same point source at an acoustically soft site would be 52.5 dBA at 100 feet and 45 dBA at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dBA and 4.5 dBA per doubling of distance from the source to the receptor for hard and soft sites, respectively.[3] Noise levels generated by a variety of activities are shown in **Figure 2: Common Noise Levels**. Man-made or natural barriers can also attenuate sound levels, as illustrated in **Figure 3: Noise Attenuation by Barriers**.

Fundamentals of Vibration

Vibration is commonly defined as an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or root-mean-square (RMS) velocity is typically used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak of the vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response to ground-borne vibration. The RMS vibration velocity level can be presented in inches per second (ips) or in VdB (a decibel unit referenced to 1 microinch per second). Commonly, ground-borne vibration generated by man-made activities (i.e., road traffic, construction) attenuates rapidly with distance from the source of the vibration.

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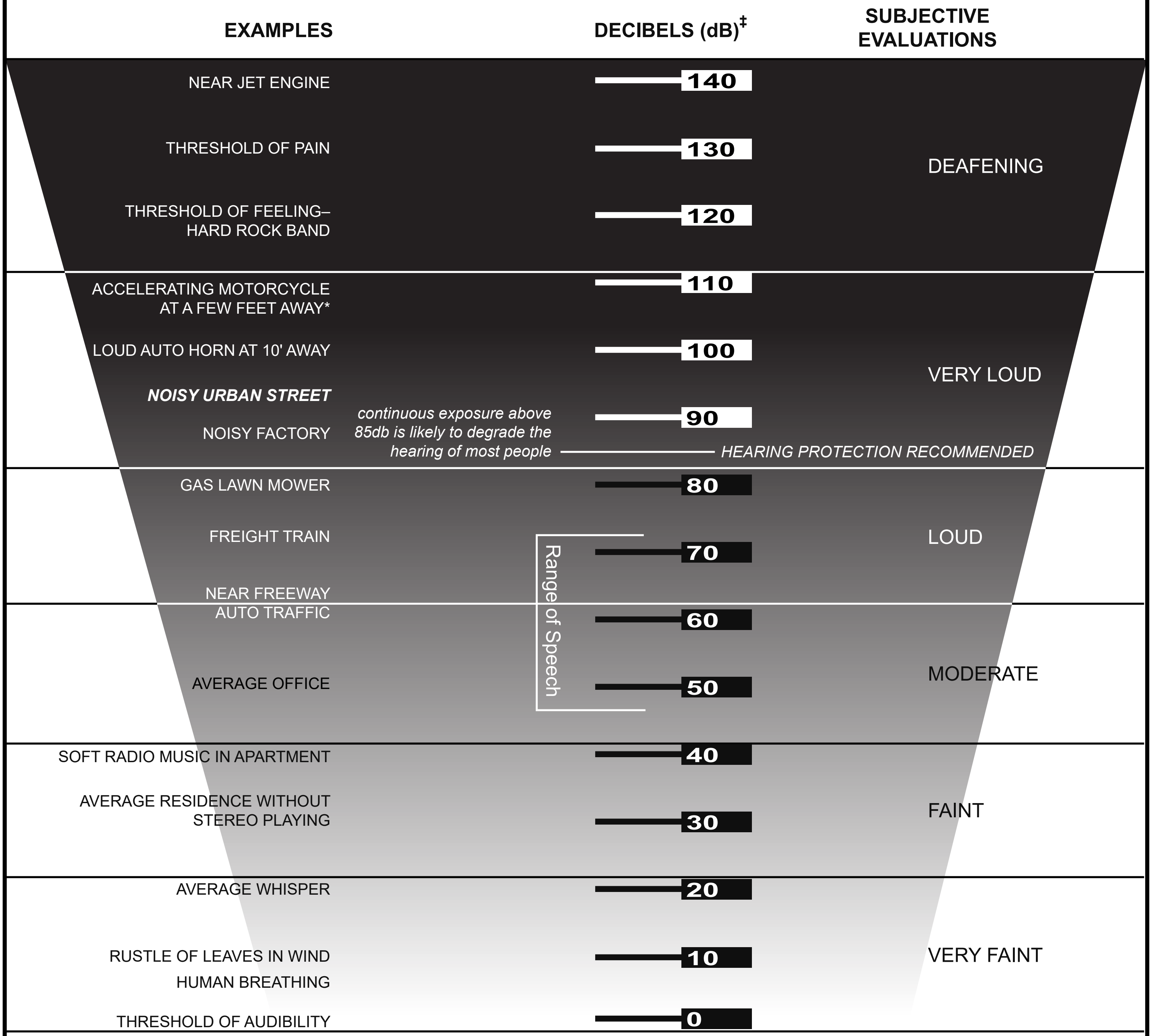
[2] USDOT FHWA, Fundamentals and Abatement, 97.

[3] USDOT FHWA, Fundamentals and Abatement, 97.

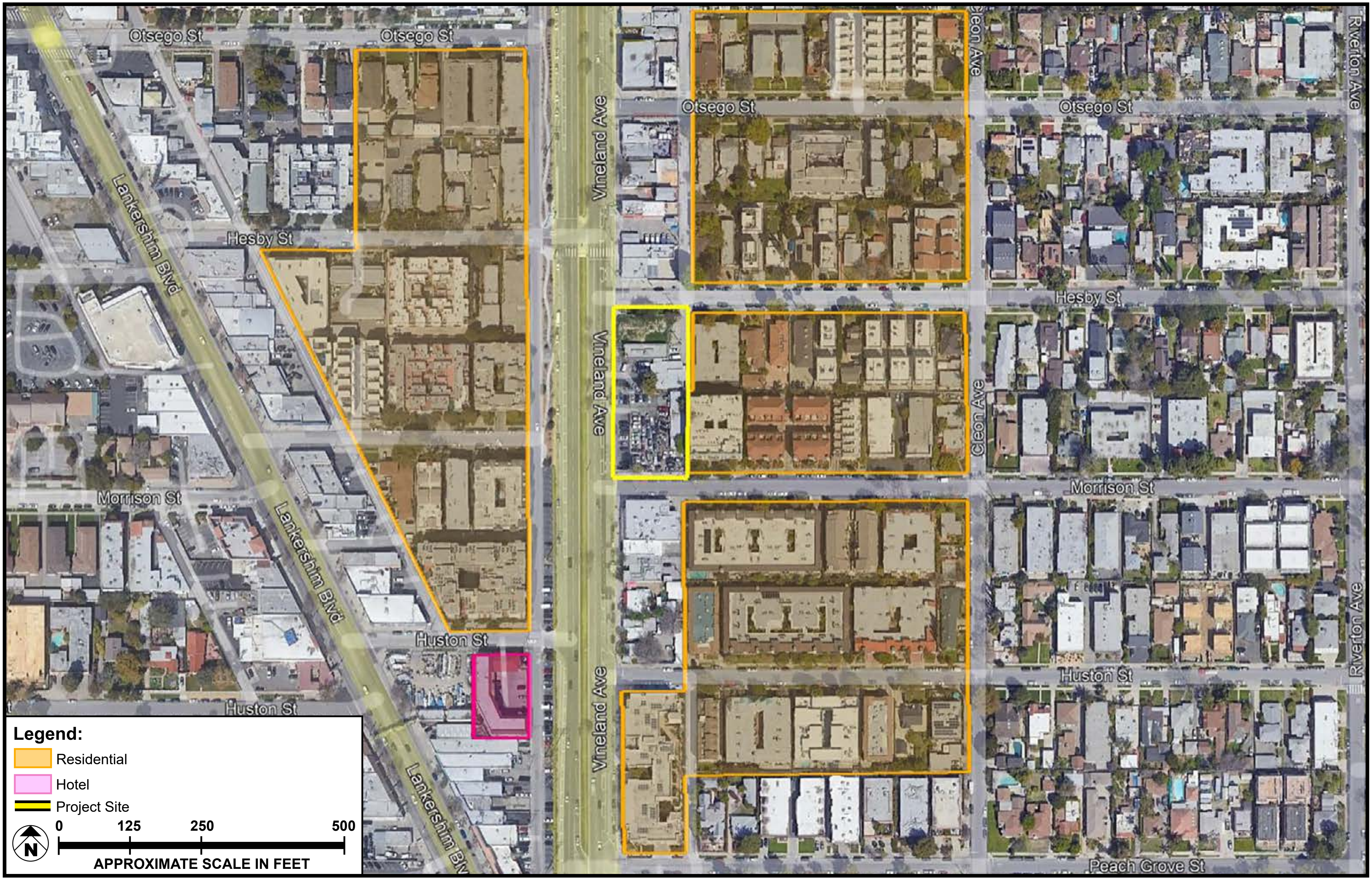


* NOTE: 50' from motorcycle equals noise at about 2000' from a four-engine jet aircraft.

‡NOTE: dB are “average” values as measured on the A–scale of a sound–level meter.

FIGURE **2**

Common Noise Levels



SOURCE: Google Earth - 2022

FIGURE 2

Meridian Consultants

Sensitive Receptor Map

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as the operation of mechanical equipment, the movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

EXISTING CONDITIONS

Ambient Noise Levels

Short-term sound monitoring was conducted at eight (8) locations to measure the ambient sound environment in the Project vicinity. Measurements were taken over 15-minute intervals at each location between the hours of 7:24 AM and 10:35 AM on January 11, 2022. **Table 2: Ambient Noise Measurements**. **Figures 4-11: Noise Monitoring Locations** depicts locations where ambient noise measurements were conducted.

TABLE 2
AMBIENT NOISE MEASUREMENTS

Location Number/Description		Nearest Use	Time Period	Noise Source	dBA Leq
1	Northeast portion of the Project site along Hesby Street	Commercial /Residential	7:24 AM–7:39 AM	Vehicle and pedestrian traffic along Hesby Street	61.6
2	Southeast portion of the Project site along Morrison Street	Commercial /Residential	9:02 AM–9:17 AM	Vehicle and pedestrian traffic along Morrison Street	57.6
3	West of the Project site across Vineland Avenue	Residential	10:20 AM–10:35 AM	Vehicle and pedestrian traffic along Morrison Street, Vineland Place and Vineland Avenue	62.8
4	West of the Project site along Morrison Street	Residential	8:08 AM–8:23 AM	Vehicle and pedestrian traffic along Morrison Street and Cleon Avenue	58.7
5	West of the Project site along Hesby Street	Residential	7:47 AM–8:02 AM	Vehicle and pedestrian traffic along Hesby Street and Cleon Avenue	58.0
6	Northwest of the Project site across Vineland Avenue	Residential	9:57 AM–10:12 AM	Vehicle and pedestrian traffic along Hesby Street, Vineland Place and Vineland Avenue	65.0
7	South of the Project site along Huston Street	Residential	8:34 AM–8:49 AM	Vehicle and pedestrian traffic along Huston Street	58.6
8	North of the Project site along Otsego Street	Commercial /Residential	9:30 AM-9:45 AM	Vehicle and pedestrian traffic along Otsego Street	58.8

Source: Refer to ***Appendix A*** *for noise monitoring data sheets.*
Notes: dBA = A-weighted decibels; Leq = average equivalent sound level.

As shown in **Table 2**, ambient noise levels ranged from a low of 58.0 dBA (Leq-15minute) west of the Project site along Hesby Street (Site 5) to a high of 65.0 dBA (Leq-15minute) northwest of the Project site across Vineland Avenue (Site 6).

Sensitive Uses

The Project site is predominantly surrounded by commercial multi-family residential uses. An overview of the surrounding land uses relative to the noise monitoring locations provided in **Table 2** above is provided:

- Site 1: Located at the northeast corner of Project site along Hesby Street. Sensitive receptors which includes multi-family residential uses surround the site.
- Site 2: Located southeast corner of the Project site along Morrison Street. Sensitive receptors which includes multi-family residential uses surround the site.
- Site 3: Located west of the Project site across Vineland Avenue. Sensitive receptors include multi-family residential uses along Morrison Street.
- Site 4: Located southeast of the Project site along Morrison Street. Sensitive receptors include multi-family residential uses along Morrison Street and Cleon Avenue.
- Site 5: Located east of the Project site along Hesby Street. Sensitive receptors include multi-family residential uses along Hesby Street and Cleon Avenue.
- Site 6: Located northwest of the Project site across Vineland Avenue. Sensitive receptors include multi-family residential uses along Hesby Street.
- Site 7: Located south of the Project site along Huston Street. Sensitive receptors include multi-family residential uses along Huston Street.
- Site 8: Located north of the Project site along Otsego Street. Sensitive receptors include multi-family residential uses along Otsego Street.

Vibration Conditions

Based on field observations, the primary source of existing ground-borne vibration in the vicinity of the Project site is vehicle traffic on local roadways. According to the Federal Transit Administration,[4] typical road traffic–induced vibration levels are unlikely to be perceptible by people. Trucks and buses typically generate ground-borne vibration velocity levels of approximately 63 VdB (at a 50-foot distance), and these levels could reach 72 VdB when trucks and buses pass over bumps in the road. A vibration level of 72 VdB is above the 60 VdB level of perceptibility.

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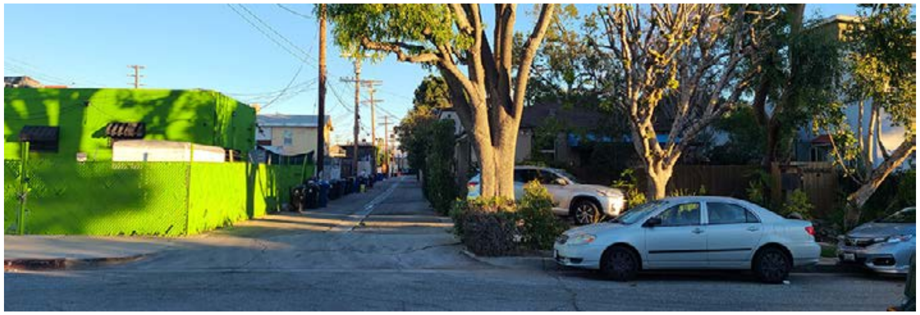
[4] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, FTA report no. 0123 (September 2018), https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed January 2022.


North


West


South

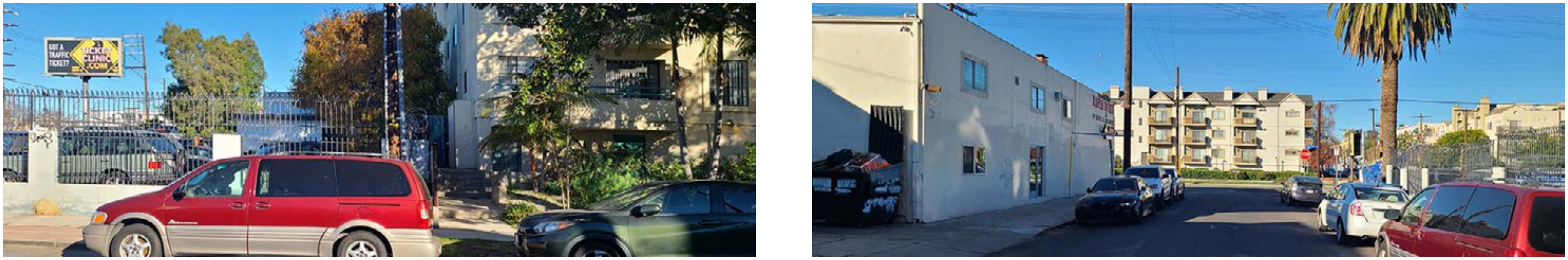

East

SOURCE: Google Earth - 2022

FIGURE **4**

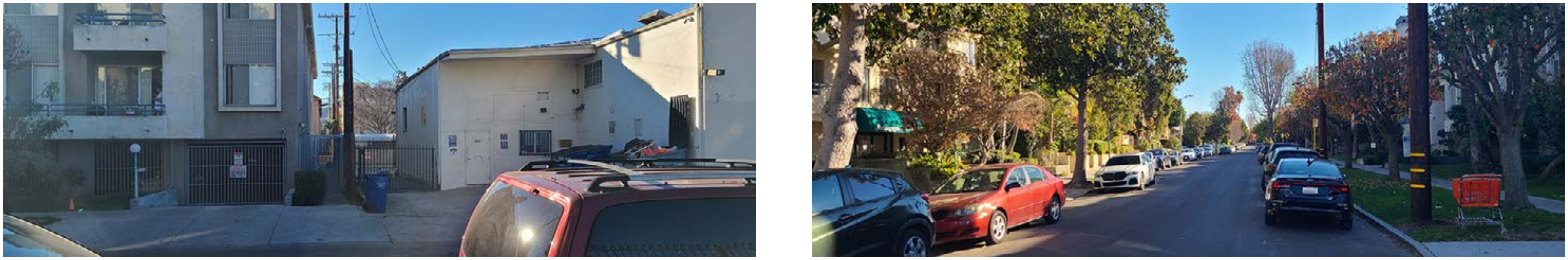
Meridian Consultants

Noise Monitoring Location (Site 1)



North

West



South

East

SOURCE: Google Earth - 2022

FIGURE **5**

Meridian Consultants

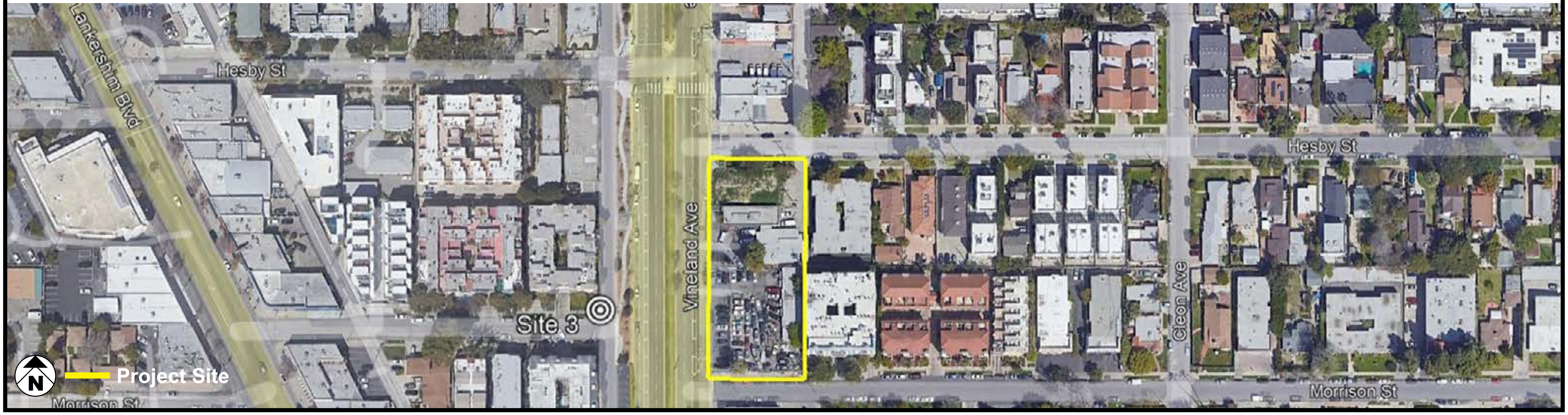
Noise Monitoring Location (Site 2)

North

West

South

East

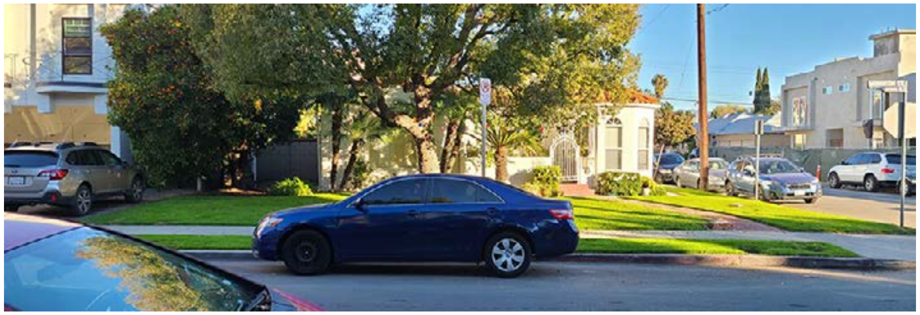


SOURCE: Google Earth - 2022

FIGURE **6**

Meridian Consultants

Noise Monitoring Location (Site 3)

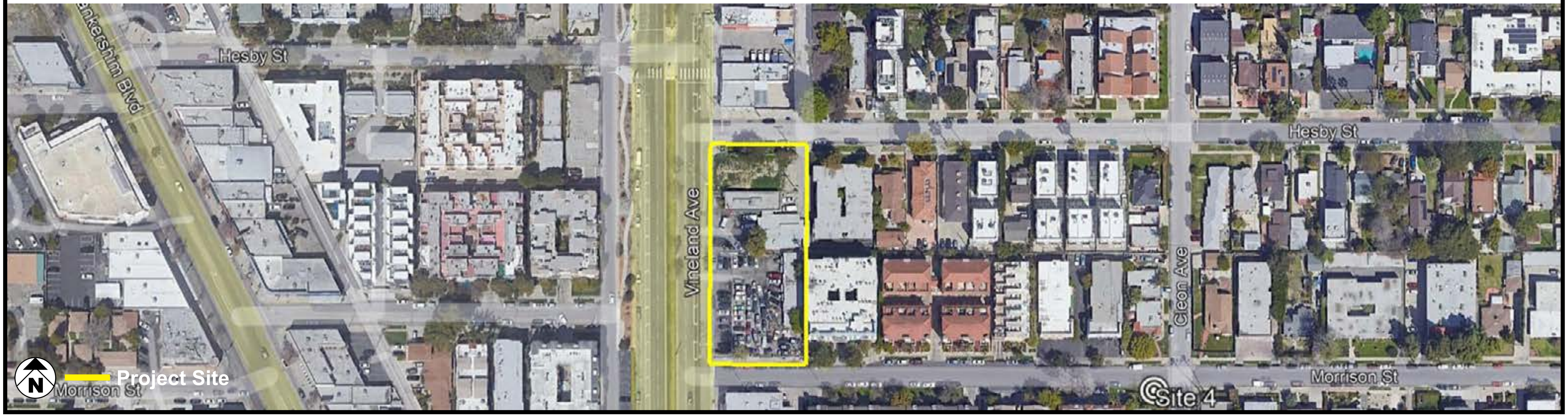


North

West

South

East

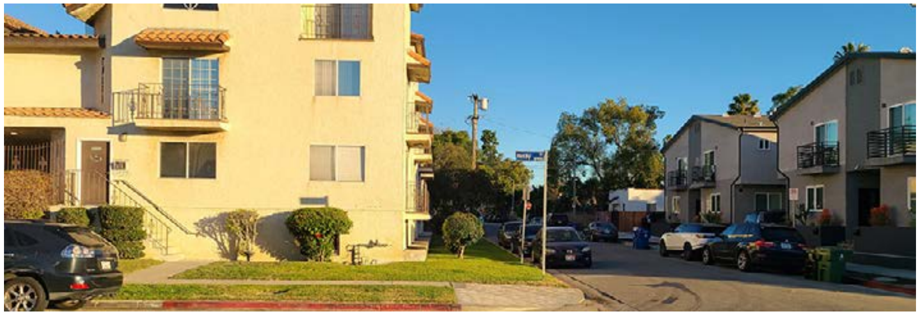


SOURCE: Google Earth - 2022

FIGURE 7

Meridian Consultants

Noise Monitoring Location (Site 4)

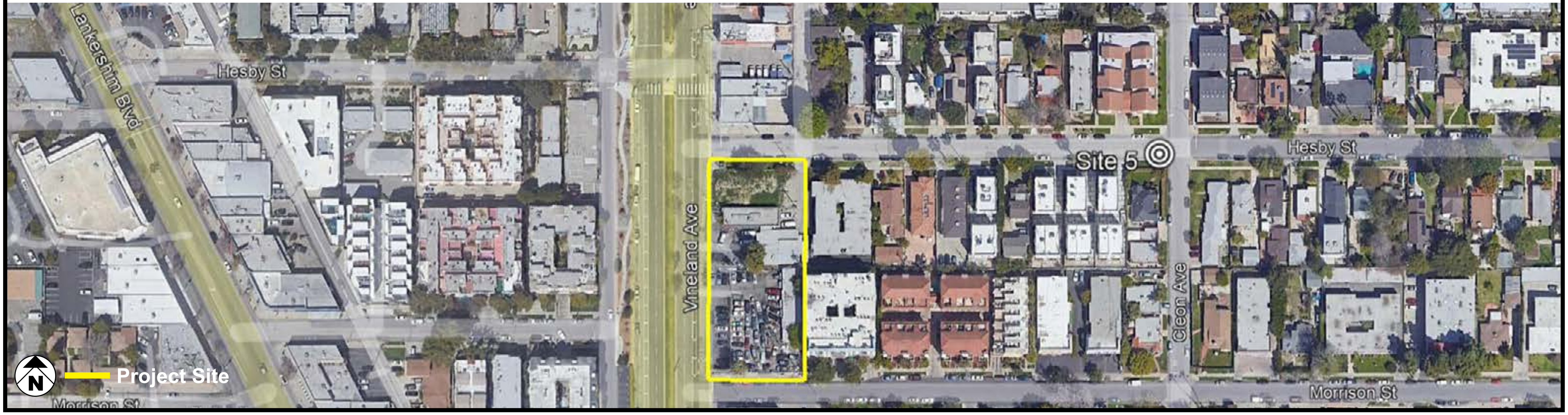


North

West

South

East



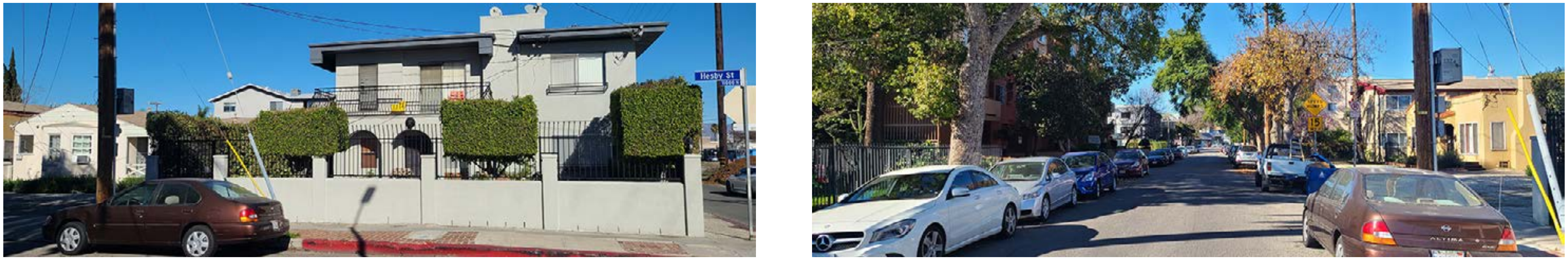
SOURCE: Google Earth - 2022

FIGURE **8**

Meridian Consultants

Noise Monitoring Location (Site 5)

345-001-21

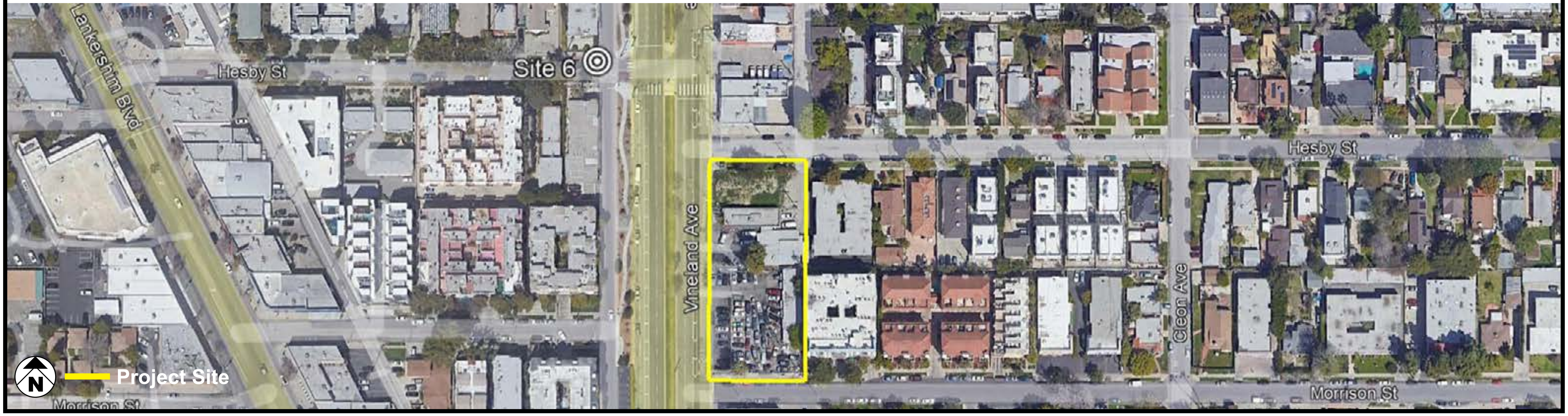


North

West

South

East



SOURCE: Google Earth - 2022

FIGURE **9**

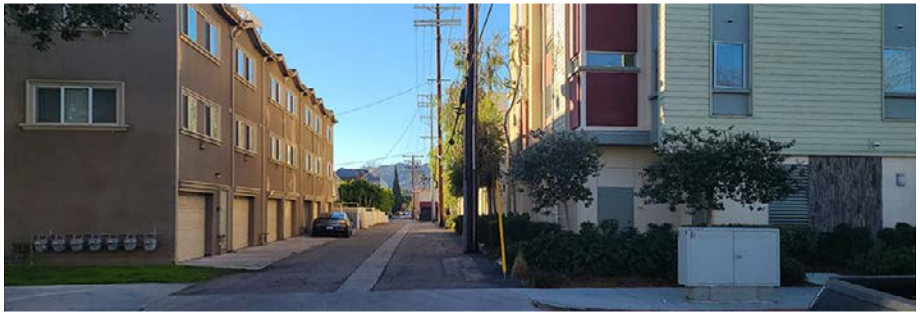
Meridian Consultants

Noise Monitoring Location (Site 6)

345-001-21


North


West


South


East

SOURCE: Google Earth - 2022

FIGURE **10**

Meridian Consultants

Noise Monitoring Location (Site 7)

345-001-21

North

West

South

East

SOURCE: Google Earth - 2022

FIGURE **11**

Meridian Consultants

Noise Monitoring Location (Site 8)

345-001-21

METHODOLOGY

Ambient Noise Measurements

Noise-level monitoring was conducted by Meridian Consultants on January 11, 2022, at eight locations within the Project area vicinity, as shown in **Figure 4** through **11**. Noise-level monitoring was conducted for 15-minute intervals at each location using a Larson Davis Model 831 sound-level meter. This meter satisfies the American National Standards Institute (ANSI) standard for general environmental noise measurement instrumentation. The ANSI specifies several types of sound-level meters according to their precision. Types 1, 2, and 3 are referred to as “precision,” “general-purpose,” and “survey” meters, respectively. Most measurements carefully taken with a Type 1 sound-level meter will have a margin of error not exceeding 1 dB.

The Larson Davis Model 831 is a Type 1 precision sound-level meter. This meter meets all requirements of ANSI S1.4-1983 and ANSI1.43-1997 Type 1 standards, as well as International Electrotechnical Commission (IEC) IEC61672-1 Ed. 1.0, IEC60651 Ed 1.2, and IEC60804 Type 1, Group X standards. The sound-level meter was located approximately 5 feet above ground and was covered with a Larson Davis windscreen. The sound-level meter was field calibrated with an external calibrator prior to operation.

Construction Scenario

Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise. As such, for purposes of this analysis, project construction is assumed to begin in April 2023 and is expected to last until October 2025. Construction would occur over six phases: (1) demolition; (2) site preparation (3) grading; (4) building construction; (5) paving; and (6) architectural coating.

Each phase of construction would result in varying levels of intensity and a number of construction personnel. The construction workforce would consist of approximately 10 worker trips per day and 35 total hauling trips during demolition; 8 worker trips per day and 1,500 total hauling trips during grading; 127 worker trips per day and 26 vendor trip per day during building construction; 18 worker trip per day during paving; and 25 worker trips per day during architectural coating.

Ground-Borne Vibration

Ground-borne vibration impacts were evaluated by identifying potential vibration sources, estimating the distance between vibration sources and surrounding structure locations and surrounding structure locations and vibration sensitive receptors, and making a significance determination based on the significance thresholds.

The majority of the Project’s operational-related vibration sources, such as mechanical and electrical equipment, would incorporate vibration attenuation mounts, as required by the particular equipment specifications. Therefore, operation of the Project would not increase the existing vibration levels in the immediate vicinity of the Project and, as such, vibration impacts associated with the Project would be minimal. Therefore, the ground borne vibration analysis is limited to Project-related construction activities.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, a project would have a potentially significant impact related to noise and groundborne vibration if it would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- Generation of excessive groundborne vibration or groundborne noise levels?

Appendix G of the State CEQA Guidelines also includes:

- For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise?

The Project site is not located within an airport land use plan and is not located within two miles of public airport or public use airport or within the vicinity of a private airstrips. As such, the Project would result in no impacts to this screening criteria and no further analyses of this topic is necessary.

Construction Noise

Section 112.05 of the City's Municipal Code sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Construction equipment includes crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment. Compliance with this standard is only required where "technically feasible."[5] Section 41.40 of the City's Municipal Code prohibits construction between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM and 8:00 AM on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM to 9:00 PM; and Saturdays and National Holidays between 8:00 AM to 6:00 PM). In general, the City's Department of Building and Safety enforces noise ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

Operational Noise

Operational noise impacts are evaluated for Project-related off-site roadway traffic noise impacts and on-site stationary source noise from on-site activities and equipment.

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[5] In accordance with the City's Noise Ordinances, "technically feasible" means that the established noise limitations can be compiled with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

- The Project would cause any ambient noise levels to increase by 5 dBA CNEL or more and the resulting noise falls on a noise-sensitive land use within an area categorized as either “clearly incompatible” or “normally incompatible” or cause ambient noise levels to increase by 3 dBA CNEL or more and the resulting noise falls on a noise-sensitive land use within an area categorized as either “clearly incompatible” or “normally incompatible.”
- Project-related operational (i.e., nonroadway) noise sources such as outdoor activities, building mechanical/electrical equipment, etc., increase ambient noise level by 5 dBA, causing a violation of the City Noise Ordinance.

Ground-Borne Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction. Thus, the Caltrans *Transportation and Construction Vibration Guidance Manual*[6] is used as a screening tool to assess the potential for adverse vibration effects related to structural damage. Impacts related to vibration would be considered significant if it exceeds the following standards:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel, or timber building.

NOISE ANALYSIS

Construction

Noise from Project construction activities would be affected by the amount of construction equipment, the location of this equipment, the timing and duration of construction activities, and the relative distance to noise-sensitive receptors. Construction activities that would occur during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the Project Site. Each phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The Project would be constructed using typical construction techniques; no blasting or impact pile driving would be required.

On-Site Construction Noise

Individual pieces of construction equipment that would be used during construction produce maximum noise levels of 73 dBA to 90 dBA at a reference distance of 50 feet from the noise source, as shown in **Table 3: Typical Maximum Noise Levels for Project Construction Equipment**.

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[6] Caltrans, *Transportation and Construction Vibration Guidance Manual* (September 2013), https://cityofdavis.org/home/showdocument?id=4521, accessed January 2022.

TABLE 3
TYPICAL MAXIMUM NOISE LEVELS FOR PROJECT CONSTRUCTION EQUIPMENT

Equipment Description	Typical Duty Cycle (%)	Spec Lmax (dBA)	Actual Lmax (dBA)
Air Compressor	40	80.0	77.7
Concrete/Industrial saw	20	90.0	89.6
Crane	16	85.0	80.6
Dozer	40	85.0	81.7
Forklift	40	85.0	N/A
Grader	40	85.0	N/A
Paver	50	85.0	77.2
Roller	20	85.0	80.0
Tractor	40	84.0	N/A

Source: FHWA Roadway Construction Noise Model (RCNM) version 1.1
Note: N/A = not available.

These construction equipment reference noise levels are based on measured noise data compiled by the FHWA and would occur when equipment is operating under full power conditions. However, equipment used on construction sites typically operate at less than full power. The acoustical usage factor is the percentage of time that each type of construction equipment is anticipated to be in full power operation during a typical construction day. These values are estimates and will vary based on the actual construction process and schedule.

Construction equipment operates at its noisiest levels for certain percentages of time during operation. It is important to note, equipment would operate at different percentages over the course of an hour.[7] During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently.

To characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

The estimated construction noise levels were calculated for a scenario in which a reasonable number of construction equipment was assumed to be operating simultaneously, given the physical size of the Project Site and logistical limitations, and with the noise equipment located at the construction area nearest to the affected receptors to present a conservative impact analysis. This is considered a worst-case evaluation because construction of the Project would typically use fewer pieces of equipment

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[7] Federal Highway Administration, Traffic *Noise Model (2006).*

simultaneously at any given time and, as such, would likely generate lower noise levels than reported herein.

Separate forecasts of construction noise levels from on-site construction at each of the noise monitoring sites within the immediate vicinity were completed. The forecast noise levels at the nearest sensitive uses to the Project Site from construction activity are shown in **Table 4: Construction Maximum Noise Estimates**. As shown, average noise levels during construction would result in a maximum increases of 25.7 dBA (Leq-1hour) above the significance threshold without implementation of noise reduction measures at Site 1 and Site 2, respectively.

TABLE 4
CONSTRUCTION MAXIMUM NOISE ESTIMATES

Noise Monitoring Site	Nearest Off-Site Building Structures	Distance from Project Site (feet)	Construction Max Leq	Ambient Noise Leq (dBA)	Significance Threshold (dBA)	Maximum Noise Increase over Significance Threshold without Noise Reduction Measures (dBA)
Site 1	Multi-family residential uses along Hesby Street	10	100.7	61.6	75.0	+25.7
Site 2	Multi-family residential uses along Morrison Street	10	100.7	57.6	75.0	+25.7
Site 3	Multi-family residential uses along Morrison Street	150	77.2	62.8	75.0	0.0
Site 4	Multi-family residential uses along Morrison Street and Cleon Avenue	455	67.6	58.7	75.0	0.0
Site 5	Multi-family residential uses along Hesby Street and Cleon Avenue	475	67.2	58.0	75.0	0.0
Site 6	Multi-family residential uses along Hesby Street	200	74.7	65.0	75.0	0.0
Site 7	Multi-family residential uses along Huston Street	330	70.3	58.6	75.0	0.0
Site 8	Multi-family residential uses along Otsego Street	320	70.6	58.8	75.0	0.0

Source: FHWA, RCNM, version. 1.1.
Refer to ***Appendix B*** *for Construction Noise Worksheets*

In devising construction noise control strategies, important options include controlling the noise at the source. Source control requirements include added benefits in promoting technological advances in the development of quieter equipment. Source control techniques can include: (1) muffler requirements; (2) maintenance and operational requirements; and (3) equipment emission level requirements. These control techniques can be used separately or in combination in order to achieve the desired results. Most control noise originates from equipment powered by either gasoline or diesel engines. A large part of the noise emitted is due to the intake and exhaust portions of the engine cycle. A remedy for controlling much of the engine noise is the specification and use of optimal muffler systems. This noise control strategy would lead to replacement of worn mufflers and to retrofitting where mufflers are not in use. Using optimal muffler systems on all equipment would reduce construction noise levels by 10 dBA or more.[8]

Other effective methods of diminishing the noise impacts associated with individual pieces of construction equipment is to employ less noisy machinery. This is accomplished by specifying the quietest available equipment. Modifications such as dampening of metal surfaces or redesign of a particular piece of equipment is effective in reduction noise due to vibration. These modifications are typically conducted by the manufacturer or with factory assistance. The reduction is controlled by the imposed limits on the technical capabilities of the manufacturer or the equipment user. Noise reductions of up to 5 dBA can be achieved using dampening materials.[9] Additionally shields such as sound skins may achieve reductions of 20 dBA at high frequencies and 10 dBA in the middle frequency range. Sound aprons may achieve noise reductions of up to 10 dBA.[10] Sound aprons are typically designed from absorptive mats and are draped on the frames attached to the equipment. This material can be constructed from polyvinyl chloride (PVC) layers, lead-filled fabric, or rubber. These aprons are most useful when equipment only needs partial shielding or has to be regularly moved.

Additionally, limiting the number of noise-generating heavy-duty construction equipment to two (2) pieces operating simultaneously would reduce construction noise levels by approximately 5 dBA.

Implementation of these regulatory compliance practices, construction noise levels resulting in an increase of 25.7 dBA (Leq-1hour) above the significance threshold would be reduced by a minimum of 30 dBA (Leq-1hour). Moreover, the Project would comply with Section 112.04 of the LAMC by ensuring that the operation of construction equipment would only occur between the hours of 7:00 AM and 10:00 PM on weekdays and Saturday. Compliance with the above practices would ensure construction noise levels would be below the significance threshold; thus, construction noise levels would not be considered significant.

Off-Site Construction Noise

Construction of the Project would require worker, haul, and vendor truck trips to and from the site to work on the site, export demolition debris, and deliver supplies to the site. Trucks traveling to and from the Project site would be required to travel along a haul route approved by the City. At the maximum approximately 1,500 total hauling trips would take place during the grading phase, conservatively

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[8] FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm, Accessed January 2022.

[9] FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, accessed January 2022, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

[10] FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, accessed January 2022, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

totaling to approximately 34 haul truck trips per workday based on construction schedule assumptions. Haul truck traffic would take the most direct route to the freeway ramp along Vineland Avenue

Noise associated with construction trips were estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of worker and hauling trips in a day. Project haul truck trips which includes medium- and heavy-duty trucks would generate noise levels of approximately 52.6 dBA and 57.4 dBA, respectively, measured at the nearest sensitive receptors along the haul route. As shown in **Table 2**, existing noise levels along Vineland Avenue ranged from 62.8 dBA to 65.0 dBA. The noise level increases from truck trips would be below the significance threshold of 5 dBA. As such, off-site construction noise impacts would not be considered significant.

Construction Vibration

Table 5: On-Site Construction Vibration Impacts-Building Damage It is important to note pile driving would not be required during construction. As shown in **Table 5**, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold at the adjacent multi-family residential uses. Due to the distance of the Project-identified sensitive receptors, changes in elevations, and intervening structures, such as buildings and walls, on-site construction vibration would not result in a significant vibration impact with regard to building damage. Impacts related to building damage from on-site construction vibration would not be considered significant.

TABLE 5
ON-SITE CONSTRUCTION VIBRATION IMPACTS – BUILDING DAMAGE

Site	Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment				Significance Threshold (PPV ips)
		Vibratory Roller	Loaded Trucks	Jackhammer	Small bulldozer	
FTA Reference Vibration Levels at 25 Feet		***0.210***	***0.076***	***0.035***	***0.003***	
Site 1	Multi-family residential uses along Hesby Street	0.210[1]	0.076[1]	0.138	0.012	0.5
Site 2	Multi-family residential uses along Morrison Street	0.210[1]	0.076[1]	0.138	0.012	0.5
Site 3	Multi-family residential uses along Morrison Street	0.014	0.005	0.002	0.000	0.5
Site 4	Multi-family residential uses along Morrison Street and Cleon Avenue	0.003	0.000	0.000	0.000	0.5
Site 5	Multi-family residential uses along Hesby Street and Cleon Avenue	0.001	0.000	0.000	0.000	0.5
Site 6	Multi-family residential uses along Hesby Street	0.002	0.003	0.000	0.000	0.5
Site 7	Multi-family residential uses along Huston Street	0.001	0.000	0.001	0.000	0.5
Site 8	Multi-family residential uses along Otsego Street	0.008	0.003	0.001	0.000	0.5

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment

Note: Refer to Appendix C for construction vibration worksheets.

[1] Loaded trucks would be located along Hartsook Street at a minimum of 25 feet from the nearest sensitive receptor.

Refer to ***Appendix C*** *for construction vibration worksheets.*

Operation

Fixed Mechanical Equipment Noise

The Project would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems, which would be located either on the roof, the side of a structure, or on the ground. All Project mechanical equipment would be required to be designed with appropriate noise-control devices—such as sound attenuators, acoustics louvers, or sound screens/parapet walls—to comply with noise-limitation requirements provided in Section 112.02 of the LAMC, which prohibits equipment from causing more than a 5 dBA increase in the ambient noise level. Therefore, operation of mechanical equipment on the Project building would not exceed the City's threshold of significance.

CUMULATIVE NOISE

For purposes of this analysis, development of the related projects will be considered to contribute to cumulative noise impacts. Noise, by definition, is a localized phenomenon and drastically reduces as distance from the source increases. As a result, only related projects and growth in the general area of the Project site (within 500 feet) would contribute to cumulative noise impacts. Cumulative construction-noise impacts have the potential to occur when multiple construction projects in the local area generate noise within the same time frame and contribute to the local ambient noise environment. It is expected that, as with the Project, the related projects would implement noise reduction techniques such as mufflers, shields, sound barriers, which would minimize any noise-related nuisances during construction. In addition, distance attenuation and intervening structures would further reduce construction noise levels and not result in noticeable increases. Therefore, the combined construction-noise impacts of related projects within 500 feet and the Project's contribution would not cause a significant cumulative impact.

With regard to stationary sources, cumulative significant noise impacts may result from cumulative development. Stationary sources of noise that could be introduced in the area by cumulative projects could include mechanical equipment, loading docks, and parking lots. Given that these projects would be required to adhere to the City's noise standards, all stationary sources would be required to have shielding or other noise-abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to distance, it is unlikely that noise from multiple cumulative projects would interact to create a significant combined noise impact. As such, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur.

CERTIFICATION

The contents of this noise study represent an accurate depiction of the noise environment and impacts associated with the proposed NoHo Moderno Project. The information contained in this noise study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (805) 413-4187.

Christ Kirikian, INCE Associate
Principal | Director of Air Quality & Acoustics
ckirikian@meridianconsultantsllc.com

APPENDIX A

Noise Monitoring Data Sheets

Monitoring Location: Site 1
Monitoring Date: 1/11/2022

Monitoring Period

Time	LAeq	LASmax	LASmin
7:24:37	56.5	59.9	53.4
7:25:37	55.1	59.0	53.2
7:26:37	57.3	61.4	53.7
7:27:37	66.4	72.2	55.1
7:28:37	60.2	64.8	55.5
7:29:37	65.2	74.9	59.5
7:30:37	66.8	76.7	55.1
7:31:37	66.1	73.4	52.8
7:32:37	59.0	69.7	53.4
7:33:37	54.4	57.3	52.7
7:34:37	55.0	59.1	52.3
7:35:37	56.8	62.4	52.1
7:36:37	57.9	60.8	54.3
7:37:37	55.1	58.1	53.5
7:38:37	61.4	69.0	53.4
7:39:37	54.5	54.8	54.4

15-minute LAeq **61.6**

Monitoring Location: Site 2
Monitoring Date: 1/11/2022

Monitoring Period

Time	**LAeq**	**LASmax**	**LASmin**
9:02:42	55.0	59.3	49.3
9:03:42	53.0	60.5	48.1
9:04:42	55.6	59.5	51.0
9:05:42	62.4	70.1	52.4
9:06:42	55.8	61.8	51.2
9:07:42	62.0	73.2	49.8
9:08:42	54.0	58.2	48.9
9:09:42	55.8	62.1	49.5
9:10:42	54.4	58.4	50.1
9:11:42	54.8	58.0	50.2
9:12:42	52.9	56.5	50.1
9:13:42	63.5	72.7	50.6
9:14:42	54.4	59.1	49.6
9:15:42	54.2	59.0	47.5
9:16:42	54.7	59.2	50.5
9:17:42	53.6	54.5	53.5

15-minute LAeq **57.6**

Monitoring Location: Site 3
Monitoring Date: 1/11/2022

Monitoring Period

Time	**LAeq**	**LASmax**	**LASmin**
10:20:03	59.3	64.5	53.2
10:21:03	56.2	61.0	52.4
10:22:03	66.8	74.5	53.7
10:23:03	64.3	71.9	54.7
10:24:03	60.4	65.0	53.9
10:25:03	62.6	65.8	57.6
10:26:03	57.2	62.7	51.1
10:27:03	60.2	64.8	51.7
10:28:03	66.0	74.1	52.9
10:29:03	62.1	67.0	53.1
10:30:03	60.0	67.1	52.5
10:31:03	67.7	74.9	57.2
10:32:03	59.1	65.2	51.4
10:33:03	59.8	65.7	52.7
10:34:03	61.8	67.9	54.7
10:35:03	61.0	60.8	58.3

15-minute LAeq **62.8**

Monitoring Location: Site 4
Monitoring Date: 1/11/2022

Monitoring Period

Time	LAeq	LASmax	LASmin
8:08:44	53.0	62.8	49.1
8:09:44	52.1	61.5	49.8
8:10:44	57.9	67.6	50.7
8:11:44	66.9	78.4	50.7
8:12:44	51.6	56.1	49.8
8:13:44	50.8	53.3	49.0
8:14:44	55.0	66.1	50.3
8:15:44	59.3	70.4	50.1
8:16:44	55.4	63.4	50.5
8:17:44	56.7	62.1	53.0
8:18:44	57.9	67.9	53.0
8:19:44	58.8	68.7	50.2
8:20:44	52.2	56.8	49.9
8:21:44	56.2	65.1	50.4
8:22:44	62.3	74.0	50.6
8:23:44	52.7	52.9	52.0

15-minute LAeq **58.7**

Monitoring Location: Site 5
Monitoring Date: 1/11/2022

Monitoring Period

Time	**LAeq**	**LASmax**	**LASmin**
7:47:47	52.2	53.7	50.9
7:48:47	51.6	54.1	50.5
7:49:47	63.1	76.3	51.5
7:50:47	53.6	58.9	50.8
7:51:47	56.7	64.3	51.5
7:52:47	52.0	55.4	50.4
7:53:47	53.1	56.5	51.4
7:54:47	57.4	63.9	52.3
7:55:47	56.7	61.4	52.0
7:56:47	53.9	60.3	50.2
7:57:47	51.9	55.0	50.1
7:58:47	51.6	52.5	50.6
7:59:47	66.3	74.9	51.1
8:00:47	55.5	63.0	51.7
8:01:47	55.0	63.1	51.1
8:02:47	52.1	52.1	51.8

15-minute LAeq **58.0**

Monitoring Location: Site 6
Monitoring Date: 1/11/2022

Monitoring Period

Time	**LAeq**	**LASmax**	**LASmin**
9:57:35	65.4	72.2	51.2
9:58:35	66.7	72.8	50.9
9:59:35	64.1	74.5	52.0
10:00:35	65.7	77.4	52.1
10:01:35	64.6	70.8	55.4
10:02:35	66.4	78.0	53.2
10:03:35	66.7	73.2	50.5
10:04:35	61.3	68.0	50.0
10:05:35	61.7	66.9	54.4
10:06:35	69.7	78.1	53.2
10:07:35	65.1	71.3	58.3
10:08:35	57.8	66.6	48.3
10:09:35	65.1	74.1	52.3
10:10:35	63.8	69.6	53.4
10:11:35	63.0	68.3	51.3
10:12:35	52.9	53.7	52.4

15-minute LAeq **65.0**

Monitoring Location: Site 7
Monitoring Date: 1/11/2022

Monitoring Period

Time	**LAeq**	**LASmax**	**LASmin**
8:34:18	57.3	61.3	50.2
8:35:18	55.1	61.7	50.0
8:36:18	55.2	60.2	49.8
8:37:18	57.9	63.5	52.2
8:38:18	56.5	64.1	50.1
8:39:18	56.8	62.8	49.8
8:40:18	60.0	65.5	52.1
8:41:18	57.5	63.5	53.2
8:42:18	53.4	58.7	50.1
8:43:18	55.6	60.8	49.5
8:44:18	60.1	65.7	49.1
8:45:18	64.6	73.6	51.9
8:46:18	57.8	64.0	53.1
8:47:18	58.7	69.5	49.3
8:48:18	54.7	58.8	49.4
8:49:18	61.1	60.6	58.9

15-minute LAeq **58.6**

Monitoring Location: Site 8
Monitoring Date: 1/11/2022

Monitoring Period

Time	LAeq	LASmax	LASmin
9:30:04	55.6	60.7	50.9
9:31:04	53.8	59.4	50.5
9:32:04	58.2	65.8	49.0
9:33:04	60.7	67.8	48.3
9:34:04	55.9	63.0	49.3
9:35:04	57.6	64.3	49.9
9:36:04	50.6	54.4	48.0
9:37:04	55.8	60.9	48.9
9:38:04	56.8	65.3	49.0
9:39:04	56.8	62.2	49.6
9:40:04	59.1	68.4	52.9
9:41:04	66.0	72.6	50.2
9:42:04	57.4	61.7	48.9
9:43:04	56.9	62.3	50.6
9:44:04	83.9	94.1	62.3
9:45:04	78.6	82.8	73.7

15-minute LAeq **58.8**

APPENDIX B

Construction Noise Worksheet

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat ########
Case Descı Demolition

---- Receptor #1 ----

Descriptioı	Land Use	Baselines (dBA) Daytime	Evening	Night
Site 1	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	10	0
Dozer	No	40		81.7	10	0
Tractor	No	40	84		10	0
Tractor	No	40	84		10	0

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	103.6	96.6
Dozer	95.6	91.7
Tractor	98	94
Tractor	98	94
Total	103.6	100.4

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Descriptioı	Land Use	Baselines (dBA) Daytime	Evening	Night
Site 2	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	10	0
Dozer	No	40		81.7	10	0
Tractor	No	40	84		10	0
Tractor	No	40	84		10	0

Calculated (dBA)

Equipment		*Lmax	Leq
Concrete Saw		103.6	96.6
Dozer		95.6	91.7
Tractor		98	94
Tractor		98	94
	Total	103.6	100.4

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 3	Residentia	75	75	75

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	150	5
Dozer	No	40		81.7	150	5
Tractor	No	40	84		150	5
Tractor	No	40	84		150	5

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Concrete Saw		75	68
Dozer		67.1	63.1
Tractor		69.5	65.5
Tractor		69.5	65.5
	Total	75	71.9

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 4	Residentia	75	75	75

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	455	5
Dozer	No	40		81.7	455	5
Tractor	No	40	84		455	5
Tractor	No	40	84		455	5

		Calculated (dBA)	
Equipment		*Lmax	Leq
Concrete Saw		65.4	58.4
Dozer		57.5	53.5
Tractor		59.8	55.8
Tractor		59.8	55.8
	Total	65.4	62.3

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 5	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	475	5
Dozer	No	40		81.7	475	5
Tractor	No	40	84		475	5
Tractor	No	40	84		475	5

		Calculated (dBA)	
Equipment		*Lmax	Leq
Concrete Saw		65	58
Dozer		57.1	53.1
Tractor		59.4	55.5
Tractor		59.4	55.5
	Total	65	61.9

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 6	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	200	5
Dozer	No	40		81.7	200	5

Tractor	No	40	84		200	5
Tractor	No	40	84		200	5

Calculated (dBA)

Equipment		*Lmax	Leq
Concrete Saw		72.5	65.5
Dozer		64.6	60.6
Tractor		67	63
Tractor		67	63
	Total	72.5	69.4

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 7	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	330	0
Dozer	No	40		81.7	330	0
Tractor	No	40	84		330	0
Tractor	No	40	84		330	0

Calculated (dBA)

Equipment		*Lmax	Leq
Concrete Saw		73.2	66.2
Dozer		65.3	61.3
Tractor		67.6	63.6
Tractor		67.6	63.6
	Total	73.2	70.1

*Calculated Lmax is the Loudest value.

---- Receptor #8 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 8	Residentia	75	75	75

	Impact		Equipment Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding

Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Concrete Saw	No	20		89.6	320	0
Dozer	No	40		81.7	320	0
Tractor	No	40	84		320	0
Tractor	No	40	84		320	0

	Calculated (dBA)	
Equipment	*Lmax	Leq
Concrete Saw	73.5	66.5
Dozer	65.5	61.6
Tractor	67.9	63.9
Tractor	67.9	63.9
Total	73.5	70.3

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat ########
Case Desc Grading

---- Receptor #1 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 1	Residentia	75	75	75

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Grader	No	40	85		10	0
Dozer	No	40		81.7	10	0
Tractor	No	40	84		10	0

		Calculated (dBA)	
Equipment		*Lmax	Leq
Grader		99	95
Dozer		95.6	91.7
Tractor		98	94
	Total	99	98.5

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 2	Residentia	75	75	75

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Grader	No	40	85		10	0
Dozer	No	40		81.7	10	0
Tractor	No	40	84		10	0

		Calculated (dBA)	
Equipment		*Lmax	Leq
Grader		99	95
Dozer		95.6	91.7

Tractor		98	94
	Total	99	98.5

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 3	Residentia	75	75	75

Description		Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader		No	40	85		150	5
Dozer		No	40		81.7	150	5
Tractor		No	40	84		150	5

		Calculated (dBA)	
Equipment		*Lmax	Leq
Grader		70.5	66.5
Dozer		67.1	63.1
Tractor		69.5	65.5
	Total	70.5	70

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 4	Residentia	75	75	75

Description		Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader		No	40	85		455	5
Dozer		No	40		81.7	455	5
Tractor		No	40	84		455	5

		Calculated (dBA)	
Equipment		*Lmax	Leq
Grader		60.8	56.8
Dozer		57.5	53.5
Tractor		59.8	55.8

	Total	60.8	60.4

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 5	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		475	5
Dozer	No	40		81.7	475	5
Tractor	No	40	84		475	5

		Calculated (dBA)	
Equipment		*Lmax	Leq
Grader		60.4	56.5
Dozer		57.1	53.1
Tractor		59.4	55.5
	Total	60.4	60

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 6	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		200	5
Dozer	No	40		81.7	200	5
Tractor	No	40	84		200	5

		Calculated (dBA)	
Equipment		*Lmax	Leq
Grader		68	64
Dozer		64.6	60.6
Tractor		67	63
	Total	68	67.5

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 7	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		330	0
Dozer	No	40		81.7	330	0
Tractor	No	40	84		330	0

Calculated (dBA)

Equipment		*Lmax	Leq
Grader		68.6	64.6
Dozer		65.3	61.3
Tractor		67.6	63.6
	Total	68.6	68.2

*Calculated Lmax is the Loudest value.

---- Receptor #8 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 8	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		320	0
Dozer	No	40		81.7	320	0
Tractor	No	40	84		320	0

Calculated (dBA)

Equipment		*Lmax	Leq
Grader		68.9	64.9
Dozer		65.5	61.6
Tractor		67.9	63.9
	Total	68.9	68.4

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat ########
Case Desci Building Construction

---- Receptor #1 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 1	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	10	0
Tractor	No	40	84		10	0
Tractor	No	40	84		10	0
Forklift	No	40	85		10	0
Forklift	No	40	85		10	0

Calculated (dBA)

Equipment		*Lmax	Leq
Crane		94.5	86.6
Tractor		98	94
Tractor		98	94
Forklift		99	95
Forklift		99	95
	Total	99	100.7

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 2	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	10	0
Tractor	No	40	84		10	0
Tractor	No	40	84		10	0
Forklift	No	40	85		10	0
Forklift	No	40	85		10	0

Calculated (dBA)

Equipment		*Lmax	Leq
Crane		94.5	86.6
Tractor		98	94
Tractor		98	94
Forklift		99	95
Forklift		99	95
	Total	99	100.7

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 3	Residentia	75	75	75

Description		Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane		No	16		80.6	150	0
Tractor		No	40	84		150	0
Tractor		No	40	84		150	0
Forklift		No	40	85		150	0
Forklift		No	40	85		150	0

Calculated (dBA)

Equipment		*Lmax	Leq
Crane		71	63
Tractor		74.5	70.5
Tractor		74.5	70.5
Forklift		75.5	71.5
Forklift		75.5	71.5
	Total	75.5	77.2

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 4	Residentia	75	75	75

		Impact		Equipment Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding

Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Crane	No	16		80.6	455	0
Tractor	No	40	84		455	0
Tractor	No	40	84		455	0
Forklift	No	40	85		455	0
Forklift	No	40	85		455	0

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	61.4	53.4
Tractor	64.8	60.8
Tractor	64.8	60.8
Forklift	65.8	61.8
Forklift	65.8	61.8
Total	65.8	67.6

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 5	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	475	0
Tractor	No	40	84		475	0
Tractor	No	40	84		475	0
Forklift	No	40	85		475	0
Forklift	No	40	85		475	0

Calculated (dBA)

Equipment	*Lmax	Leq
Crane	61	53
Tractor	64.4	60.5
Tractor	64.4	60.5
Forklift	65.4	61.5
Forklift	65.4	61.5
Total	65.4	67.2

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 6	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	200	0
Tractor	No	40	84		200	0
Tractor	No	40	84		200	0
Forklift	No	40	85		200	0
Forklift	No	40	85		200	0

		Calculated (dBA)	
Equipment		*Lmax	Leq
Crane		68.5	60.6
Tractor		72	68
Tractor		72	68
Forklift		73	69
Forklift		73	69
	Total	73	74.7

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 7	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	330	0
Tractor	No	40	84		330	0
Tractor	No	40	84		330	0
Forklift	No	40	85		330	0
Forklift	No	40	85		330	0

		Calculated (dBA)	
Equipment		*Lmax	Leq
Crane		64.2	56.2
Tractor		67.6	63.6

Tractor		67.6	63.6
Forklift		68.6	64.6
Forklift		68.6	64.6
	Total	68.6	70.3

*Calculated Lmax is the Loudest value.

---- Receptor #8 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 8	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	320	0
Tractor	No	40	84		320	0
Tractor	No	40	84		320	0
Forklift	No	40	85		320	0
Forklift	No	40	85		320	0

Calculated (dBA)

Equipment		*Lmax	Leq
Crane		64.4	56.5
Tractor		67.9	63.9
Tractor		67.9	63.9
Forklift		68.9	64.9
Forklift		68.9	64.9
	Total	68.9	70.6

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat ########
Case Desc Paving

---- Receptor #1 ----

Descriptio	Land Use	Baselines (dBA) Daytime	Evening	Night
Site 1	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	10	0
Concrete Mixer Truck	No	40		78.8	10	0
Concrete Mixer Truck	No	40		78.8	10	0
Concrete Mixer Truck	No	40		78.8	10	0
Paver	No	50		77.2	10	0
Roller	No	20		80	10	0
Tractor	No	40	84		10	0

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Mixer Truck	92.8	88.8
Concrete Mixer Truck	92.8	88.8
Concrete Mixer Truck	92.8	88.8
Concrete Mixer Truck	92.8	88.8
Paver	91.2	88.2
Roller	94	87
Tractor	98	94
Total	98	98.3

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Descriptio	Land Use	Baselines (dBA) Daytime	Evening	Night
Site 2	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	10	0
Concrete Mixer Truck	No	40		78.8	10	0

Concrete Mixer Truck	No	40		78.8	10	0
Concrete Mixer Truck	No	40		78.8	10	0
Paver	No	50		77.2	10	0
Roller	No	20		80	10	0
Tractor	No	40	84		10	0

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Mixer Truck	92.8	88.8
Concrete Mixer Truck	92.8	88.8
Concrete Mixer Truck	92.8	88.8
Concrete Mixer Truck	92.8	88.8
Paver	91.2	88.2
Roller	94	87
Tractor	98	94
Total	98	98.3

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 3	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	150	5
Concrete Mixer Truck	No	40		78.8	150	5
Concrete Mixer Truck	No	40		78.8	150	5
Concrete Mixer Truck	No	40		78.8	150	5
Paver	No	50		77.2	150	5
Roller	No	20		80	150	5
Tractor	No	40	84		150	5

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Mixer Truck	64.3	60.3
Concrete Mixer Truck	64.3	60.3
Concrete Mixer Truck	64.3	60.3
Concrete Mixer Truck	64.3	60.3
Paver	62.7	59.7
Roller	65.5	58.5

Tractor	69.5	65.5
Total	69.5	69.7

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 4	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	345	5
Concrete Mixer Truck	No	40		78.8	345	5
Concrete Mixer Truck	No	40		78.8	455	5
Concrete Mixer Truck	No	40		78.8	455	5
Paver	No	50		77.2	455	5
Roller	No	20		80	455	5
Tractor	No	40	84		455	5

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Mixer Truck	57	53
Concrete Mixer Truck	57	53
Concrete Mixer Truck	54.6	50.6
Concrete Mixer Truck	54.6	50.6
Paver	53	50
Roller	55.8	48.8
Tractor	59.8	55.8
Total	59.8	60.8

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 5	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	525	5
Concrete Mixer Truck	No	40		78.8	475	5
Concrete Mixer Truck	No	40		78.8	475	5

Concrete Mixer Truck	No	40		78.8	475	5
Paver	No	50		77.2	475	5
Roller	No	20		80	475	5
Tractor	No	40	84		475	5

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Mixer Truck	53.4	49.4
Concrete Mixer Truck	54.2	50.3
Concrete Mixer Truck	54.2	50.3
Concrete Mixer Truck	54.2	50.3
Paver	52.7	49.7
Roller	55.4	48.5
Tractor	59.4	55.5
Total	59.4	59.6

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 6	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	200	5
Concrete Mixer Truck	No	40		78.8	200	5
Concrete Mixer Truck	No	40		78.8	200	5
Concrete Mixer Truck	No	40		78.8	200	5
Paver	No	50		77.2	200	5
Roller	No	20		80	200	5
Tractor	No	40	84		200	5

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Mixer Truck	61.8	57.8
Concrete Mixer Truck	61.8	57.8
Concrete Mixer Truck	61.8	57.8
Concrete Mixer Truck	61.8	57.8
Paver	60.2	57.2
Roller	63	56
Tractor	67	63

	Total	67	67.2
		*Calculated Lmax is the Loudest value.	

---- Receptor #7 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 7	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	330	0
Concrete Mixer Truck	No	40		78.8	330	0
Concrete Mixer Truck	No	40		78.8	330	0
Concrete Mixer Truck	No	40		78.8	330	0
Paver	No	50		77.2	330	0
Roller	No	20		80	330	0
Tractor	No	40	84		330	0

		Calculated (dBA)	
Equipment		*Lmax	Leq
Concrete Mixer Truck		62.4	58.4
Concrete Mixer Truck		62.4	58.4
Concrete Mixer Truck		62.4	58.4
Concrete Mixer Truck		62.4	58.4
Paver		60.8	57.8
Roller		63.6	56.6
Tractor		67.6	63.6
	Total	67.6	67.9

*Calculated Lmax is the Loudest value.

---- Receptor #8 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 8	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	320	0
Concrete Mixer Truck	No	40		78.8	320	0
Concrete Mixer Truck	No	40		78.8	320	0
Concrete Mixer Truck	No	40		78.8	320	0

Paver	No	50		77.2	320	0
Roller	No	20		80	320	0
Tractor	No	40	84		320	0

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Mixer Truck	62.7	58.7
Concrete Mixer Truck	62.7	58.7
Concrete Mixer Truck	62.7	58.7
Concrete Mixer Truck	62.7	58.7
Paver	61.1	58.1
Roller	63.9	56.9
Tractor	67.9	63.9
Total	67.9	68.2

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat ########
Case Desc Architectural Coating

---- Receptor #1 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 1	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	10	0

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	91.6	87.7
Total	91.6	87.7

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 2	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	10	0

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	91.6	87.7
Total	91.6	87.7

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 3	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	150	5

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	63.1	59.1
Total	63.1	59.1

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 4	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	455	5

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	53.5	49.5
Total	53.5	49.5

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 5	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	475	5

Calculated (dBA)

Equipment		*Lmax	Leq
Compressor (air)		53.1	49.1
	Total	53.1	49.1

*Calculated Lmax is the Loudest value.

---- Receptor #6 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 6	Residentia	75	75	75

Description		Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)		No	40		77.7	200	5

Calculated (dBA)

Equipment		*Lmax	Leq
Compressor (air)		60.6	56.6
	Total	60.6	56.6

*Calculated Lmax is the Loudest value.

---- Receptor #7 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night
Site 7	Residentia	75	75	75

Description		Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)		No	40		77.7	330	0

Calculated (dBA)

Equipment		*Lmax	Leq
Compressor (air)		61.3	57.3
	Total	61.3	57.3

*Calculated Lmax is the Loudest value.

---- Receptor #8 ----

		Baselines (dBA)		
Descriptio	Land Use	Daytime	Evening	Night

Site 8	Residentia	75	75	75

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	320	0

	Calculated (dBA)	
Equipment	*Lmax	Leq
Compressor (air)	61.5	57.6
Total	61.5	57.6

*Calculated Lmax is the Loudest value.

APPENDIX C

Construction Vibration Worksheet

Vineland Apartments
Construction Vibration Model
(10 feet)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	10	0.352	0.088	99
Jackhammer		1	0.035	10	0.138	0.035	91
Large bulldozer		1	0.089	10	0.352	0.088	99
Loaded trucks		1	0.076	25	0.076	0.019	86
Pile Drive (impact)		1	0.644	10	2.546	0.636	116
Vibratory Roller		1	0.210	25	0.210	0.053	94
Small bulldozer		1	0.003	10	0.012	0.003	69

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Vineland Apartments
Construction Vibration Model
(10 feet)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	10	0.352	0.088	99
Jackhammer		1	0.035	10	0.138	0.035	91
Large bulldozer		1	0.089	10	0.352	0.088	99
Loaded trucks		1	0.076	25	0.076	0.019	86
Pile Drive (impact)		1	0.644	10	2.546	0.636	116
Vibratory Roller		1	0.210	25	0.210	0.053	94
Small bulldozer		1	0.003	10	0.012	0.003	69

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Vineland Apartments
Construction Vibration Model
(150 feet)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	150	0.006	0.002	64
Jackhammer		1	0.035	150	0.002	0.001	55
Large bulldozer		1	0.089	150	0.006	0.002	64
Loaded trucks		1	0.076	150	0.005	0.001	62
Pile Drive (impact)		1	0.644	150	0.044	0.011	81
Vibratory Roller		1	0.210	150	0.014	0.004	71
Small bulldozer		1	0.003	150	0.000	0.000	34

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Vineland Apartments
Construction Vibration Model
(455 feet)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	455	0.001	0.000	49
Jackhammer		1	0.035	455	0.000	0.000	41
Large bulldozer		1	0.089	455	0.001	0.000	49
Loaded trucks		1	0.076	455	0.001	0.000	48
Pile Drive (impact)		1	0.644	455	0.008	0.002	66
Vibratory Roller		1	0.210	455	0.003	0.001	57
Small bulldozer		1	0.003	455	0.000	0.000	20

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Vineland Apartments
Construction Vibration Model
(475 feet)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	475	0.001	0.000	49
Jackhammer		1	0.035	475	0.000	0.000	40
Large bulldozer		1	0.089	475	0.001	0.000	49
Loaded trucks		1	0.076	475	0.001	0.000	47
Pile Drive (impact)		1	0.644	475	0.008	0.002	66
Vibratory Roller		1	0.210	475	0.003	0.001	56
Small bulldozer		1	0.003	475	0.000	0.000	19

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Vineland Apartments
Construction Vibration Model
(200 feet)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	200	0.004	0.001	60
Jackhammer		1	0.035	200	0.002	0.000	52
Large bulldozer		1	0.089	200	0.004	0.001	60
Loaded trucks		1	0.076	200	0.003	0.001	58
Pile Drive (impact)		1	0.644	200	0.028	0.007	77
Vibratory Roller		1	0.210	200	0.009	0.002	67
Small bulldozer		1	0.003	200	0.000	0.000	30

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Vineland Apartments
Construction Vibration Model
(330 feet)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	330	0.002	0.000	53
Jackhammer		1	0.035	330	0.001	0.000	45
Large bulldozer		1	0.089	330	0.002	0.000	53
Loaded trucks		1	0.076	330	0.002	0.000	52
Pile Drive (impact)		1	0.644	330	0.013	0.003	71
Vibratory Roller		1	0.210	330	0.004	0.001	61
Small bulldozer		1	0.003	330	0.000	0.000	24

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Vineland Apartments
Construction Vibration Model
(320 feet)

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance[a]	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	220	0.003	0.001	59
Jackhammer		1	0.035	220	0.001	0.000	51
Large bulldozer		1	0.089	220	0.003	0.001	59
Loaded trucks		1	0.076	220	0.003	0.001	57
Pile Drive (impact)		1	0.644	220	0.025	0.006	76
Vibratory Roller		1	0.210	220	0.008	0.002	66
Small bulldozer		1	0.003	220	0.000	0.000	29

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

Attachment C
Tree Reports

1. **Tree Consultant Certification Letter**
2. **Tree Report**
3. **Protected Tree Letter**
4. **Urban Forestry Tree Removal Permit**
5. **Urban Forestry Referral – Pilot Program Approval**

McKinley & Associates (818) 240-1358

Certification Letter

February 17, 2022

NOHO Properties LLC
16060 Ventura Blvd. Unit 300
Encino, CA 91436

Dear NOHO Properties LLC:

Recently I was contacted by Athena Novak who requested an Arborist Certification Letter concerning the trees located on the property located at 5000 Vineland Avenue, North Hollywood. This letter is in reference to the City of Los Angeles Native Tree Ordinance No. 186873 as required by Public Works, Urban Forestry.

Background/Observations:

On Wednesday, February 16, 2022 at approximately 1:30 p.m. I arrived at the property located at 5000 Vineland Avenue, North Hollywood, California. I was provided with a topographic survey of the subject property. The subject property has two, single-story buildings currently. A new apartment building is planned. The following trees were observed on the subject property:

Tree Inspection Data:

Tree #1 *Ficus benjamina* or Weeping Banyan; 36” D.B.H.;50’Sp.;50’Ht.; Rating: C
Tree #2 *Washingtonia robusta* or Mexican Fan Palm; 14” D.B.H.;8’Sp.;15’Ht.; Rating: C+
Tree #3 *Quercus agrifolia* or Coast Live Oak; 20” D.B.H.;42’Sp.;40’Ht.; Rating: C
Tree #4 *Lagerstroemia indica* or Crape Myrtle; 4” D.B.H.;10’Sp.;17’Ht.; Rating: C-

Recommendation

Based upon the current design of the proposed new apartment building, all the existing private trees would require removal. Tree #4 is a City Street Tree and cannot be removed without a permit. I would recommend that temporary 6 foot chain-link T-Panel fencing be placed as far from the trunk of the Tree #4 as possible and plastic orange tree protection fencing be zip-tied to the chain-link fence for added visibility. No foreign materials should be permitted to be dumped within the dripline of Tree #4. The roots and branches of Tree #4 must be protected during construction. Tree #1 and Tree #2 are all over 8 inches in diameter and are considered mature and significant therefore replacement trees will most likely be required. The Planning Department may require you to plant 1-24 inch-box size replacement tree for each of these significant trees to be removed. A total of 2 significant trees will be removed from the subject property. Tree #3 is a protected, native Coast Live Oak. A protected tree removal permit application and a protected tree report must be submitted to the City of Los Angeles, Urban Forestry Department. If the permit is approved you will most likely be required to plant 4-24 inch-box size Coast Live Oak trees on the subject property. The replacement trees must be shown on the Landscape Plan as replacement trees.

Certification
As an I.S.A Certified Arborist and ASCA Consulting Arborist I further certify that there are no native, protected species of California Bay, California Sycamore, Southern California Black Walnut tree, Elderberry or Toyon trees growing on or near the subject property. No native, protected California Bay, California Sycamore, Southern California Black Walnut, Elderberry or Toyon will be impacted on the subject property or neighboring, adjoining properties by any future development of this property.

There are 2 significant trees and one native, protected tree proposed to be removed from this site. You may be required to plant a total of 2-24 inch-box size replacement trees and 4 replacement 24 inch-box size Coast Live Oak trees on the subject property. The replacement trees must be shown on the Landscape Plan. Thank you for the opportunity to serve you. If you have questions, please feel free to contact me on my business cell phone at (818) 426-2432 or you may call my office (818) 240-1358.

Yours truly,

William R. McKinley

William R. McKinley, Consulting Arborist
American Society of Consulting Arborists
Certified Arborist #WE-4578A
International Society of Arboriculture

TREE #1
FICUS BENJAMINA
36"DBH
50'SP. 50'HT C

TREE #2
WASHINGTONIA
ROBUSTA 14"DBH
8'SP 15'HT C+

TREE #3
QUERCUS AGRIFOLIA
20"DBH
42'SP
40'HT C

TREE #4 STREET TREE
LAGERSTROEMIA INDICA
4"DBH
10'SP
17'HT. C-

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THET WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE, REUSE, REPRODUCTION OR PUBLICATION BY ANY METHOD, IN WHOLE OR IN PART IS PROHIBITED. TITLE TO THE PLANS AND SPECIFICATIONS REMAINS WITH THE ARCHITECT, WITHOUT PREJUDICE VISUAL CONTACTWITH THESE DUCUMENTS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF THE ACCEPTANCE OF THESE RESTRICTIONS.

SHEET NO: A1.01

PROJECT NO:
DATE: 11/2/2021 3:22:19 PM
DRAWN BY: Author
APROVED BY: Approver

LICENSED ARCHITECT
FARZIN MALY
NO. C37371
RENEWAL DATE 05-31-21
STATE OF CALIFORNIA

SHEET TITLE: SITE SURVEY & BOUNDARY

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

REVISIONS		
1		
2		
3		
NO.	DATE:	

MALY ARCHITECTS INC.

VINELAND 00 APARTMENT

5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

NOTES

GENERAL:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS IN ACCORDANCE WITH ALL APPLICABLE CODES, ORDINANCES AND REQUIREMENTS.

2. THE CONTRACTOR SHALL VERIFY ALL FIELD DIMENSIONS AND CONDITIONS AND SHALL CALL TO THE ARCHITECT OR DESIGNER OF ANY QUESTIONS OR CONFLICT FOR RESOLUTION BEFORE PROCEEDING WITH WORK.

3. DO NOT SCALE DRAWINGS. NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. DIMENSIONS ARE SHOWN FROM FACE OF STUD OF EXISTING WALL UNLESS OTHERWISE NOTED.

4. ALL SYMBOLS AND ABBREVIATIONS USED ON THE DRAWINGS ARE CONSIDERED TO BE CONSTRUCTION STANDARDS. THE DESIGNER SHALL BE NOTIFIED FOR CLARIFICATIONS REQUIRED.

5. TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS PER SECTION 303.7

6. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION AND COORDINATION WITH OTHER TRADES OR SUB - CONTRACTORS AND THEIR WORK TO ENSURE COMPLIANCE WITH THE DRAWINGS AND SPECIFICATIONS.

7. CONTRACTOR SHALL PROVIDE ALL NECESSARY SAFETY DEVICES. TEMPORARY BARRICADES, SCAFFOLDING, LIGHTING, COVERINGS, FIRE PREVENTION AND OTHER EQUIPMENT TO PROTECT THE SAFETY OF ALL PERSONS ON THE PROPERTY THROUGHOUT THE ENTIRE PERIOD OF CONSTRUCTION.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUOUS CLEANUP OF THE SITE OF ALL DEBRIS WHETHER CREATED BY HIS WORK OR THE FAILURE OF HIS SUBCONTRACTORS TO CLEAN UP AFTER THEIR WORK.

9. ALL WORK SHALL COMPLY WITH APPLICABLE FEDERAL LAWS, STATE STATUTES, LOCAL ORDINANCES AND REGULATIONS OF AGENCIES HAVING JURISDICTION.

10. CONTRACTOR SHALL PROVIDE AND LOCATE ACCESS PANELS AS REQUIRED AFTER INSTALLATION OF PLUMBING, MECHANICAL DUCTS AND ELECTRICAL WORK.

11. INSTALL APPROVED FIRE-RATED DAMPERS WHERE DUCTS PENETRATE FIRE RATED PARTITIONS, CEILING AND FLOOR ASSEMBLIES.

12. GENERAL CONTRACTOR TO ENSURE THAT ALL PARTITIONS ARE ATTACHED OR BRACED TO STRUCTURAL MEMBERS AND/OR SLAB ABOVE AS REQUIRED TO BE SAFE AND SECURE. SUPPORT LATERALLY AND SEISMICALLY AS REQUIRED BY APPLICABLE CODES.

13. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR COMPLYING WITH THE CONSTRUCTION SAFETY ORDERS AND THE GENERAL INDUSTRIAL SAFETY ORDERS OF THE STATE DIVISION OF INDUSTRIAL SAFETY, HEALTH ADMINISTRATIONS AND SUCH OTHER AGENCIES GOVERNING THE CONTRACTORS ACTS.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND HOLD HARMLESS THE DESIGNER FOR ANY DAMAGES AND / OR PENALTY RESULTING FROM HIS FAILURE TO COMPLY WITH SAID LAWS, STATUTES, ORDINANCES AND REGULATIONS.

15. THE DESIGN ADEQUACY AND SAFETY OF ERECTION BRACING, SHORING, TEMPORARY SUPPORTS, ETC. IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND HAS NOT BEEN CONSIDERED BY THE ARCHITECT.

16. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE PRIOR TO THE APPLICATION OF ALL SHEAR WALLS, ROOF AND FLOOR DIAPHRAGMS AND FINISH MATERIALS. THE CONTRACTOR SHALL PROVIDE THE NECESSARY BRACING TO PROVIDE STABILITY PRIOR TO THE APPLICATION OF THE ABOVE LISTED MATERIALS.

17. CONTRACTOR TO PROVIDE NECESSARY MEASURES TO ADEQUATELY CONNECT
PLUMBING LINES TO EXISTING RESIDENTIAL LINES, PROVIDING A MIN. 2% SLOPE AS REQUIRED BY U.P.C. CODES AND GOVERNING CITY, COUNTY AGENCIES.

18. ALL EXTERIOR WALL OPENING, FLASHING, COUNTER FLASHING, COPINGS AND EXPANSION JOINTS SHALL BE WEATHERPROOF.

19. APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWN STREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING." (PER ORDINANCE 170.158)
(SEPARATE PLUMBING PERMIT IS REQUIRED).

20. SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS ($1,000). (R314.6.2)

21. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS ($1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)

22. ALL EXTERIOR WALL OPENING, FLASHING, COUNTER FLASHING, COPINGS AND EXPANSION JOINTS SHALL BE WEATHERPROOF.

23. SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS ($1,000). (R314.6.2)

24. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS ($1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)

Area Schedule Sort by Level

Level	Unit	Number	Area
2nd Floor	UNIT 201	1-BEDROOM	793 SF
2nd Floor	UNIT 202	1-BEDROOM	619 SF
2nd Floor	UNIT 203	STUDIO	475 SF
2nd Floor	UNIT 204	1-BEDROOM	828 SF
2nd Floor	UNIT 205	1-BEDROOM	630 SF
2nd Floor	UNIT 206	1-BEDROOM	630 SF
2nd Floor	UNIT 207	1-BEDROOM	630 SF
2nd Floor	UNIT 208	2-BEDROOM	859 SF
2nd Floor	UNIT 209	2-BEDROOM	878 SF
2nd Floor	UNIT 210	1-BEDROOM	530 SF
2nd Floor	UNIT 211	2-BEDROOM	972 SF
2nd Floor	UNIT 212	2-BEDROOM	972 SF
2nd Floor	UNIT 213	1-BEDROOM	642 SF
2nd Floor	UNIT 214	1-BEDROOM	544 SF
2nd Floor	UNIT 215	2-BEDROOM	875 SF
2nd Floor	UNIT 216	2-BEDROOM	963 SF
2nd Floor	UNIT 217	1-BEDROOM	651 SF
2nd Floor	UNIT 218	1-BEDROOM	647 SF
2nd Floor	UNIT 219	1-BEDROOM	838 SF
2nd Floor	UNIT 220	1-BEDROOM	627 SF
2nd Floor	UNIT 221	1-BEDROOM	529 SF
			15130 SF
3rd Floor	UNIT 301	1-BEDROOM	790 SF
3rd Floor	UNIT 302	1-BEDROOM	620 SF
3rd Floor	UNIT 303	STUDIO	475 SF
3rd Floor	UNIT 304	1-BEDROOM	828 SF
3rd Floor	UNIT 305	1-BEDROOM	630 SF
3rd Floor	UNIT 306	1-BEDROOM	630 SF
3rd Floor	UNIT 307	2-BEDROOM	878 SF
3rd Floor	UNIT 308	1-BEDROOM	530 SF
3rd Floor	UNIT 309	1-BEDROOM	630 SF
3rd Floor	UNIT 310	2-BEDROOM	859 SF
3rd Floor	UNIT 311	1-BEDROOM	715 SF
3rd Floor	UNIT 312	1-BEDROOM	738 SF
3rd Floor	UNIT 313	1-BEDROOM	659 SF
3rd Floor	UNIT 314	1-BEDROOM	715 SF
3rd Floor	UNIT 315	1-BEDROOM	730 SF
3rd Floor	UNIT 316	1-BEDROOM	653 SF
3rd Floor	UNIT 317	1-BEDROOM	544 SF
3rd Floor	UNIT 318	2-BEDROOM	875 SF
3rd Floor	UNIT 319	2-BEDROOM	963 SF
3rd Floor	UNIT 320	1-BEDROOM	651 SF
3rd Floor	UNIT 321	1-BEDROOM	651 SF
3rd Floor	UNIT 322	1-BEDROOM	795 SF
3rd Floor	UNIT 323	2-BEDROOM	912 SF
3rd Floor	UNIT 324	1-BEDROOM	530 SF
			17000 SF
4th Floor	UNIT 401	1-BEDROOM	790 SF
4th Floor	UNIT 402	1-BEDROOM	619 SF
4th Floor	UNIT 403	STUDIO	475 SF
4th Floor	UNIT 404	1-BEDROOM	825 SF
4th Floor	UNIT 405	1-BEDROOM	630 SF
4th Floor	UNIT 406	1-BEDROOM	630 SF
4th Floor	UNIT 407	2-BEDROOM	878 SF
4th Floor	UNIT 408	1-BEDROOM	530 SF
4th Floor	UNIT 409	1-BEDROOM	630 SF
4th Floor	UNIT 410	2-BEDROOM	880 SF
4th Floor	UNIT 411	1-BEDROOM	715 SF
4th Floor	UNIT 412	1-BEDROOM	738 SF
4th Floor	UNIT 413	1-BEDROOM	658 SF
4th Floor	UNIT 414	1-BEDROOM	715 SF
4th Floor	UNIT 415	1-BEDROOM	730 SF
4th Floor	UNIT 416	1-BEDROOM	665 SF
4th Floor	UNIT 417	1-BEDROOM	544 SF
4th Floor	UNIT 418	2-BEDROOM	875 SF
4th Floor	UNIT 419	2-BEDROOM	948 SF
4th Floor	UNIT 420	1-BEDROOM	651 SF
4th Floor	UNIT 421	1-BEDROOM	652 SF
4th Floor	UNIT 422	1-BEDROOM	800 SF
4th Floor	UNIT 423	2-BEDROOM	912 SF
4th Floor	UNIT 424	1-BEDROOM	530 SF
			17021 SF

Area Schedule Sort by Level

Level	Unit	Number	Area
5th Floor	UNIT 501	1-BEDROOM	792 SF
5th Floor	UNIT 502	1-BEDROOM	619 SF
5th Floor	UNIT 503	STUDIO	475 SF
5th Floor	UNIT 504	1-BEDROOM	825 SF
5th Floor	UNIT 505	1-BEDROOM	630 SF
5th Floor	UNIT 506	1-BEDROOM	630 SF
5th Floor	UNIT 507	2-BEDROOM	878 SF
5th Floor	UNIT 508	1-BEDROOM	530 SF
5th Floor	UNIT 509	1-BEDROOM	630 SF
5th Floor	UNIT 510	2-BEDROOM	859 SF
5th Floor	UNIT 511	1-BEDROOM	715 SF
5th Floor	UNIT 512	1-BEDROOM	738 SF
5th Floor	UNIT 513	1-BEDROOM	659 SF
5th Floor	UNIT 514	1-BEDROOM	715 SF
5th Floor	UNIT 515	1-BEDROOM	730 SF
5th Floor	UNIT 516	1-BEDROOM	653 SF
5th Floor	UNIT 517	1-BEDROOM	544 SF
5th Floor	UNIT 518	2-BEDROOM	885 SF
5th Floor	UNIT 519	2-BEDROOM	948 SF
5th Floor	UNIT 520	1-BEDROOM	651 SF
5th Floor	UNIT 521	1-BEDROOM	651 SF
5th Floor	UNIT 522	2-BEDROOM	807 SF
5th Floor	UNIT 523	2-BEDROOM	912 SF
5th Floor	UNIT 524	1-BEDROOM	530 SF
			17006 SF
6th Floor	UNIT 601	1-BEDROOM	445 SF
6th Floor	UNIT 602	1-BEDROOM	608 SF
6th Floor	UNIT 603	STUDIO	475 SF
6th Floor	UNIT 604	1-BEDROOM	790 SF
6th Floor	UNIT 605	1-BEDROOM	630 SF
6th Floor	UNIT 606	1-BEDROOM	630 SF
6th Floor	UNIT 607	2-BEDROOM	878 SF
6th Floor	UNIT 608	1-BEDROOM	530 SF
6th Floor	UNIT 609	1-BEDROOM	630 SF
6th Floor	UNIT 610	2-BEDROOM	859 SF
6th Floor	UNIT 611	1-BEDROOM	715 SF
6th Floor	UNIT 612	1-BEDROOM	738 SF
6th Floor	UNIT 613	1-BEDROOM	709 SF
6th Floor	UNIT 614	1-BEDROOM	715 SF
6th Floor	UNIT 615	1-BEDROOM	730 SF
6th Floor	UNIT 616	1-BEDROOM	653 SF
6th Floor	UNIT 617	1-BEDROOM	544 SF
6th Floor	UNIT 618	2-BEDROOM	878 SF
6th Floor	UNIT 619	2-BEDROOM	948 SF
6th Floor	UNIT 620	1-BEDROOM	651 SF
6th Floor	UNIT 621	1-BEDROOM	660 SF
6th Floor	UNIT 622	1-BEDROOM	445 SF
6th Floor	UNIT 623	2-BEDROOM	912 SF
6th Floor	UNIT 624	1-BEDROOM	530 SF
			16304 SF
7th Floor	UNIT 701	1-BEDROOM	445 SF
7th Floor	UNIT 702	1-BEDROOM	613 SF
7th Floor	UNIT 703	STUDIO	475 SF
7th Floor	UNIT 704	1-BEDROOM	790 SF
7th Floor	UNIT 705	1-BEDROOM	630 SF
7th Floor	UNIT 706	1-BEDROOM	630 SF
7th Floor	UNIT 707	2-BEDROOM	878 SF
7th Floor	UNIT 708	1-BEDROOM	530 SF
7th Floor	UNIT 709	1-BEDROOM	630 SF
7th Floor	UNIT 710	2-BEDROOM	859 SF
7th Floor	UNIT 711	1-BEDROOM	738 SF
7th Floor	UNIT 712	1-BEDROOM	659 SF
7th Floor	UNIT 713	1-BEDROOM	730 SF
7th Floor	UNIT 714	1-BEDROOM	653 SF
7th Floor	UNIT 715	1-BEDROOM	544 SF
7th Floor	UNIT 716	2-BEDROOM	875 SF
7th Floor	UNIT 717	2-BEDROOM	948 SF
7th Floor	UNIT 718	1-BEDROOM	651 SF
7th Floor	UNIT 719	1-BEDROOM	659 SF
7th Floor	UNIT 721	2-BEDROOM	912 SF
7th Floor	UNIT 722	1-BEDROOM	530 SF
7th Floor	UNT 720	1 BEDROOM	445 SF
			14823 SF
Grand total: 139			97284 SF

PROJECT INFORMATION

PROJECT SITE ADDRESS	5000 VINELAND AVE LOS ANGELES CA 91601
LEGAL DESCRIPTION	
ASSESSOR PARCEL (APN) :	2419004024 & 2419004001 & 2419004023
LOT:	FR169 & 16 &17 & FR 186
BLOCK :	NONE
TRACT:	LANKERSHIM D LAND AND WATER CO. & TR 7274
MAP REFERENCE:	MR 31-39/44 & M B 90-40
THOMAS BROTHERS GRID:	PAGE 563 - GRID A3
PROJECT TYPE:	
USE:	NEW 139 - UNITS APARTMENT BUILDING
ZONING:	C4-1-CA & [Q] R3-1
LOT / PARCEL AREA:	**[Q] R3-1:** 825 s.f **C4-1-CA:** 11,142.8 + 2,751.6 +2,501.4 + 17,557.9 = 33,128 s.f
OCCUPANCY GROUP:	S-2 & R-2
NUMBER OF STORIES PER ZONING :	1 STORY SUBTERRANEAN GARAGE - 7 STORIES
NUMBER OF STORIES PER BUILDING CODE :	1 STORY SUBTERRANEAN (S-2)+7 STORIES 1 STORY (S-2) BASEMENT+1 STORY (S-2) +6 STORIES (R-2)= 7 STORY BUILDING (510.2)
TYPE OF CONSTRUCTION:	TYPE III-A & IA(APARTMENTS) & TYPE I-A (APARTMENTS&PARKING GARAGE)
SPRINKLERED:	YES, FULLY SPRINKLERED THROUGHOUT NFPA13
FIRE ALARM:	FIRE ALARM SHALL BE PROVIDED THROUGHOUT THE BUILDING
TOTAL PROJECT UNITS:	139 UNITS (32x2BED + 101x1BED + 6xSTUDIO)
BUILDABLE AREA:	**C4-1-CA** 33,128 s.f. + 1/2 OF ALLEY (525 S.F.) = 33,653 S.F. **[Q] R3-1** 540 s.f 33,653 + 540 = 34,193 s.f.
FIRE ALARM PER NFPA 72:	SEE 907-2-9 YES
STANDPIPE:	CLASS III (CBC 905)

DENSITY BONUS :(OFF MENU)

PARKING RESIDENTIAL: REQUIERED EV PARKING: %5 OF TOTAL PARKING = 159 X %5 = 8 SPACES
PROVIDED EV PARKING = 9 SPACES

H/C PARKING= 159X 2%= 4
4 H/C PARKING PROVIDED

		1 SPACE FOR 1-BEDROOM UNITS	2 SPACE FOR 2-BEDROOM UNITS	ACCESSIBLE	STANDARD	COMPACT	TOTAL
REQUIRED	DENSITY BONUS (OPTION 1)	101 X 1 = 101 SPACES 6 X 1 = 6 SPACES	32 X 2 = 64 SPACES	4	134	26	162
PROVIDED	159 PARKING SPACES			8	104	47	**159**

TOTAL REQUIRED PARKING =162 X 15% (15% PARKING REDUCTION PER BICYCLE ORDINANCE) = 138 SPACES

PARKING COMMERCIAL:
REQUIERED PARKING: ONE FOR EACH 250 S.F.
PROVIDED COMMERCIAL AREA: 1,410 S.F.
1410 / 250 = 5.6 = 6 (REQUIERED PARKING)

TOTAL REQUIERED PARKING: 138 (REQUIERED RESIDENTAL PARKING AFTER REDUCTION) + 6 (REQUIERED COMMERCIAL PARKING) = 144
TOTAL PROVIDED PARKINGI 159 > 144

FAR (C4-1-CA)

ALLOWABLE FAR

ALLOWABLE FAR
1.5 : 1
33,653 SQFT x 1.5 = 50,479.5

TOTAL ALLOWABLE
52,099 SQFT

FAR ([Q] R3-1)

TOTAL PROVIDED
1.84:1
61,652 SQFT

+ 1,410 SQFT (COMMERCIAL) = **63,062 SQFT**

DENSITY

	ALLOWABLE DENSITY	TOTAL
(C4-1-CA)	LOT AREA+1/2 OF ALLEY/400=	84
([Q] R3-1)	540 S.F. / 1,200 = 1	1

PROJECT DENSITY
139 / 85 = 63.5 = 64%

REQUIRED

C4-1-CA ZONE

SETBACKS	FRONT	SIDE	SIDE	REAR
	0	10'-0"	15'-0"	19'-0"

[Q] R3-1 ZONE

SETBACKS	FRONT	SIDE	SIDE	REAR
	52'-6"	5'-0"	5'-0"	15'-0"

SETBACKS	FRONT	SIDE	SIDE	FRONT
	0	5'-0"	15'-0"	0'-0"

SETBACKS	FRONT	SIDE	SIDE	REAR
	52'-6"	——	8'-0"	16'-9"

INCENTIVE #1 64 % DENSITY INCREASE
INCENTIVE #2 TO COMBINE DENSITY , PARKING FAR OF C4-1-CA &[Q] R3-1
INCENTIVE #3 SETBACK

HEIGHT:

MAX. HEIGHT PER ZONNING (FROM A.L.G. @608'-0"SEE SHEET A4.01) = UL

PROJECT HEIGHT PER ZONNING = 78' - 6"

MAX. HEIGHT PER BUILDING (WITH HIGHT INCREASE) (FROM GRADE PLANE @ 609) = 85'-0"

PROJECT HEIGHT PER BUILDING = 77' - 6"

OPEN SPACE CALCULATION

REQUIRED OPEN SPACE:

UNIT TYPE	QUANTITY	REQ. OPEN SPACE / UNIT	TOTAL (S.F.)
STUDIO	6	100 S.F.	600
1BED	104	100 S.F.	10,400
2 BED	29	125 S.F.	3,625
TOTAL REQUIRED OPEN SPACE:			**14,625 S.F.**

96 x 50 S.F. = 4,800	PRIVATE OPEN SPACE		(BALCONIES)
480+ 425 S.F.	(GYM+CLUBHOUSE)	COVERED	(2ND FLOOR)
2063 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(2ND FLOOR)
686 + 666 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(2ND FLOOR)
710 + 870 S.F.		COVERED	(2ND FLOOR)
460 S.F.	RECREATION ROOM	COVERED	(3RD FLOOR)
480 S.F.	RECREATION ROOM	COVERED	(3RD FLOOR)
660 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(4TH FLOOR)
600 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(4TH FLOOR)
850 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(7TH FLOOR)
850 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(7TH FLOOR)
TOTAL PROVIDED OPEN SPACE			14,700 S.F. > 14,625 S.F.

14,625 X 25% = 3,656 S.F.(MAX. COVERED COMMON OPEN SPACE ALLOWED)

CLIENT
NOHO PROPERTIES LLC
ADDRESS:5000 VINELAND AVE NORTH HOLLYWOOD CA 91601
TEL: (818)-376-0386
E. PC@ALPAINC.COM

ARCHITECT
MALY ARCHITECTS, INC.
ADDRESS: 7136 HASKELL AVE., #320 VANNUYS, CA 91406
TEL. (818) 770-0161
E.INFO@MALYARCHITECTS.COM

STRUCTURAL ENGINEER
Lee&Lee Structural Engr. Inc.
3660 Wilshire Blvd. #480 Los Angeles, CA 90010
Tel: 213) 351-0034
Fax: 213) 386-0034
leenlee.net

CIVIL AND LID ENGINEER

BUILDING CODES
ALL CONSTRUCTION SHALL COMPLY WITH :
- 2020 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE,
- PART 1, TITLE 24 C.C.R.
- 2020 CALIFORNIA BUILDING CODE (CBC), PARTS 1 & 2, TITLE 24 C.C.R.
- 2020 LOS ANGELES BUILDING CODE
- 2020 LOS ANGELES GREEN CODE

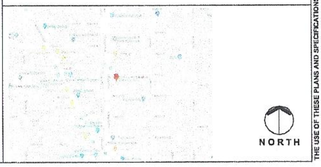
PROJECT IS 100% PRIVATELY FOUNDED

SHEET INDEX

BICYCLE PARKING

LONG TERM	**REQUIRED**	**PROVIDED**
RESIDENTIAL:	**1 PER UNIT = 139**	139
COMMERCIAL:	**1 PER 2000 S.F. = 1**	1
SHORT TERM	**REQUIRED**	**PROVIDED**
RESIDENTIAL:	**10% OF # OF UNITS = 14**	15
COMMERCIAL:	**1 PER 2000 S.F. = 1**	1

VICINITY MAP



SHEET TITLE: TITLE SHEET

ARCHITECT:
FARZIN MALY
7136 Haskell Ave. #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

APPLICANT AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

REVISIONS	NO.	DATE:
	1	
	2	
	3	

MALY ARCHITECTS INC.

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
'

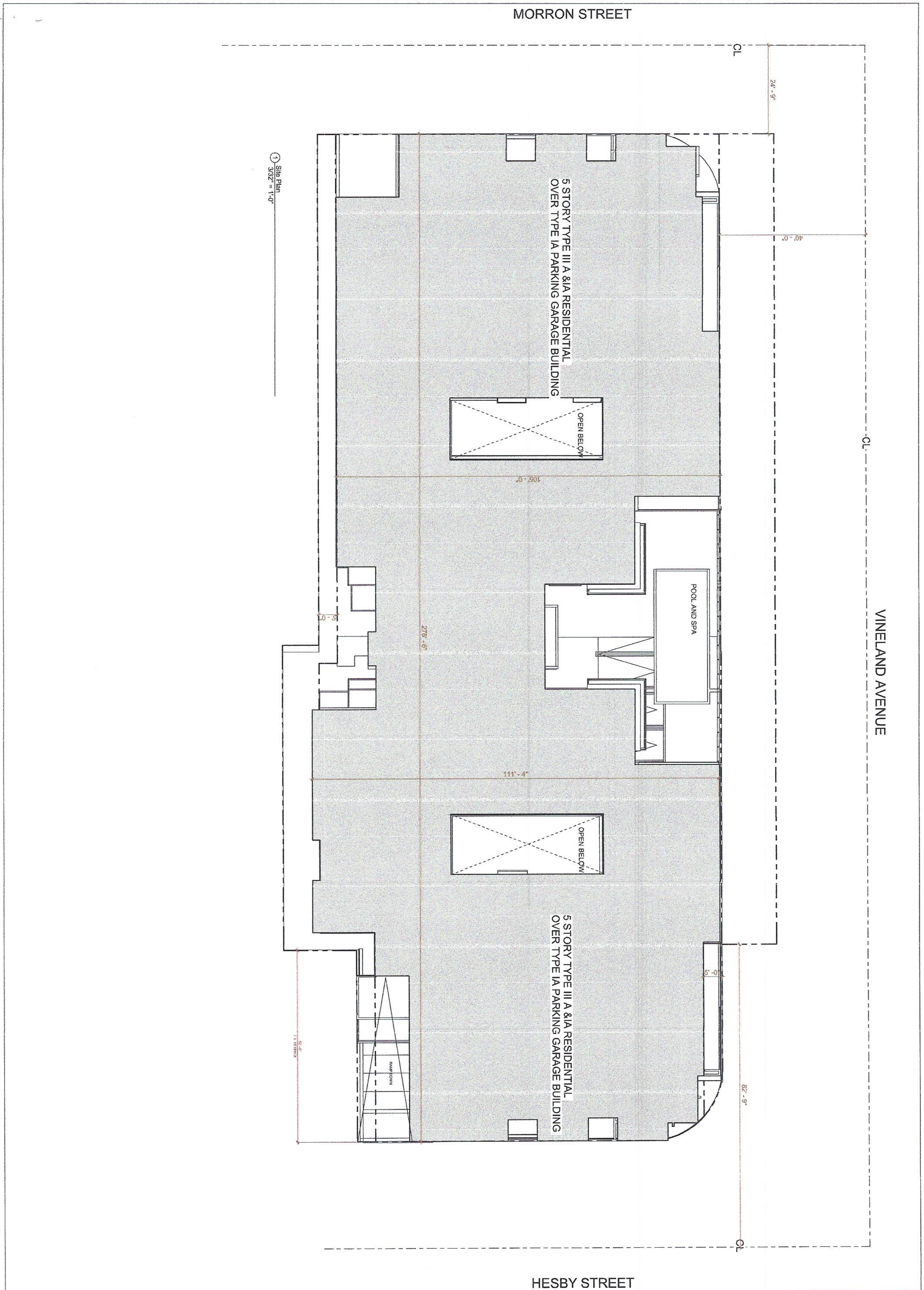
DATE:
11/2/2021 3:22:02 PM

DRAWN BY:
Author

APPROVED BY:
Approver

SHEET NO:

A0.01



SHEET NO:
A2.01

PROJECT NO:
DATE: 11/2/2021 3:28:31 PM
DRAWN BY: Author
APROVED BY: Approver

FARZIN MALY
NO. C-33731
05-31-21

SHEET TITLE: SITE PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

REVISIONS

NO.	DATE:
1	
2	
3	

MALY ARCHITECTS INC.

SENT TO PHILLIP BAZAN 2/17

McKinley & Associates (818) 240-1358

Certification Letter

February 17, 2022

NOHO Properties LLC
16060 Ventura Blvd. Unit 300
Encino, CA 91436

Dear NOHO Properties LLC:

Recently I was contacted by Athena Novak who requested an Arborist Certification Letter concerning the trees located on the property located at 5000 Vineland Avenue, North Hollywood. This letter is in reference to the City of Los Angeles Native Tree Ordinance No. 186873 as required by Public Works, Urban Forestry.

Background/Observations:

On Wednesday, February 16, 2022 at approximately 1:30 p.m. I arrived at the property located at 5000 Vineland Avenue, North Hollywood, California. I was provided with a topographic survey of the subject property. The subject property has two, single-story buildings currently. A new apartment building is planned. The following trees were observed on the subject property:

Tree Inspection Data:

Tree #1 *Ficus benjamina* or Weeping Banyan; 36" D.B.H.;50'Sp.;50'Ht.; Rating: C
Tree #2 *Washingtonia robusta* or Mexican Fan Palm; 14" D.B.H.;8'Sp.;15'Ht.; Rating: C+
Tree #3 *Quercus agrifolia* or Coast Live Oak; 20" D.B.H.;42'Sp.;40'Ht.; Rating: C
Tree #4 *Lagerstroemia indica* or Crape Myrtle; 4" D.B.H.;10'Sp.;17'Ht.; Rating: C-

Recommendation

Based upon the current design of the proposed new apartment building, all the existing private trees would require removal. Tree #4 is a City Street Tree and cannot be removed without a permit. I would recommend that temporary 6 foot chain-link T-Panel fencing be placed as far from the trunk of the Tree #4 as possible and plastic orange tree protection fencing be zip-tied to the chain-link fence for added visibility. No foreign materials should be permitted to be dumped within the dripline of Tree #4. The roots and branches of Tree #4 must be protected during construction. Tree #1 and Tree #2 are all over 8 inches in diameter and are considered mature and significant therefore replacement trees will most likely be required. The Planning Department may require you to plant 1-24 inch-box size replacement tree for each of these significant trees to be removed. A total of 2 significant trees will be removed from the subject property. Tree #3 is a protected, native Coast Live Oak. A protected tree removal permit application and a protected tree report must be submitted to the City of Los Angeles, Urban Forestry Department. If the permit is approved you will most likely be required to plant 4-24 inch-box size Coast Live Oak trees on the subject property. The replacement trees must be shown on the Landscape Plan as replacement trees.

Certification

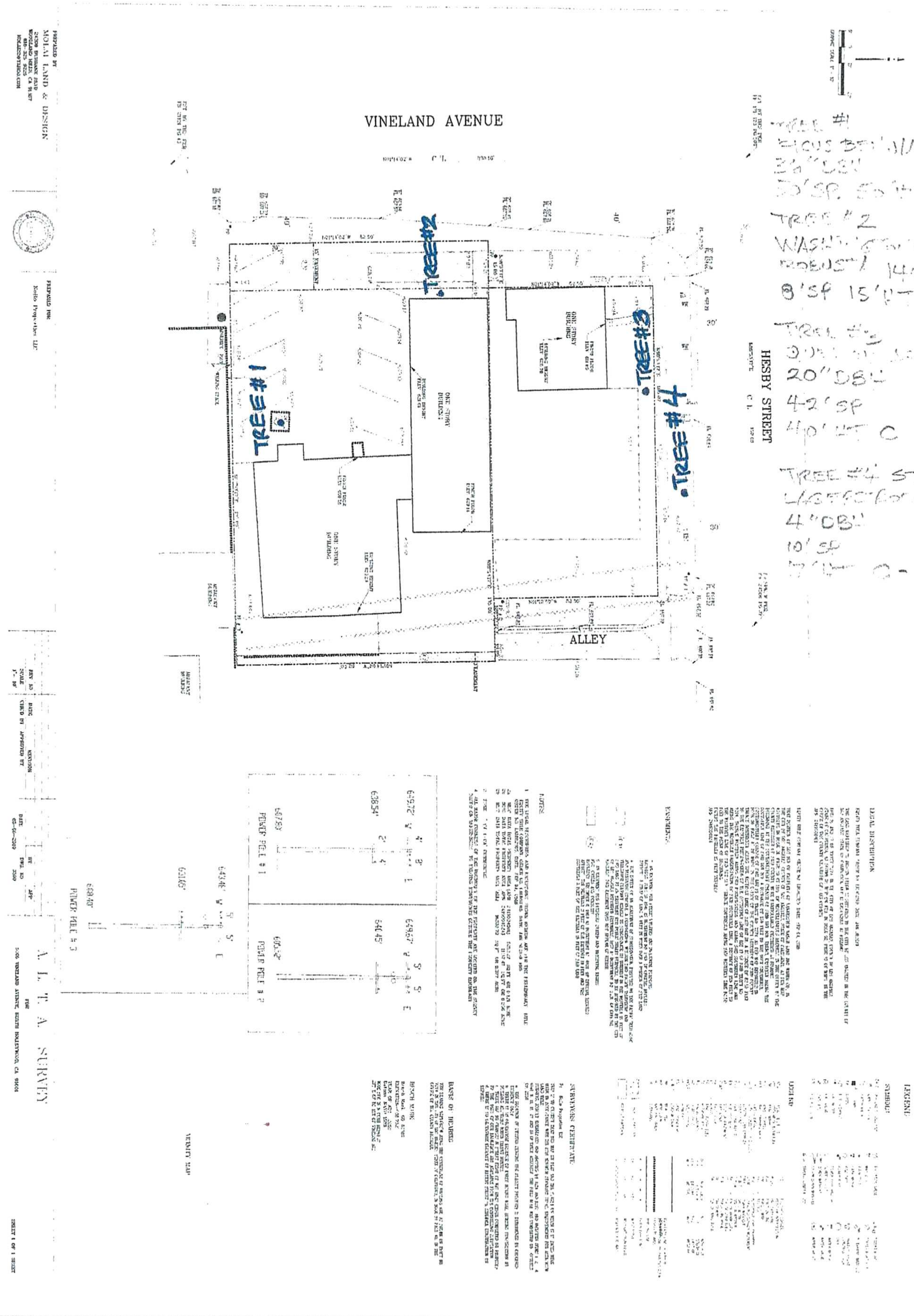
As an I.S.A Certified Arborist and ASCA Consulting Arborist I further certify that there are no native, protected species of California Bay, California Sycamore, Southern California Black Walnut tree, Elderberry or Toyon trees growing on or near the subject property. No native, protected California Bay, California Sycamore, Southern California Black Walnut, Elderberry or Toyon will be impacted on the subject property or neighboring, adjoining properties by any future development of this property.

There are 2 significant trees and one native, protected tree proposed to be removed from this site. You may be required to plant a total of 2-24 inch-box size replacement trees and 4 replacement 24 inch-box size Coast Live Oak trees on the subject property. The replacement trees must be shown on the Landscape Plan. Thank you for the opportunity to serve you. If you have questions, please feel free to contact me on my business cell phone at (818) 426-2432 or you may call my office (818) 240-1358.

Yours truly,

William R. McKinley

William R. McKinley, Consulting Arborist
American Society of Consulting Arborists
Certified Arborist #WE-4578A
International Society of Arboriculture



TREE #1
FICUS BENJAMINA
24"DBH
35'SP. 55'HT C

TREE #2
WASHINGTONIA
ROBUSTA 14"DBH
8'SP 15'HT C+

TREE #3
[illegible]
20"DBH
42'SP
40'HT C

TREE #4 STREET TREE
LAGERSTROEMIA INDICA
4"DBH
10'SP
[illegible]'HT C-

SHEET NO:
A1.01

APROVED BY:
Approver

DRAWN BY:
Author

DATE:
11/2/2021 3:22:19 PM

PROJECT NO:

FARZIN MALY

SHEET TITLE: SITE SURVEY & BOUNDARY

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

REVISIONS		
1		
2		
3		
NO.	DATE:	

MALY ARCHITECTS INC.

AHN & ASSOCIATES
4924 BALBOA BLVD., #518
ENCINO, CA 91316
PHONE: (818) 906-7449
EMAIL: athenanvk@aol.com

July 29, 2022

Los Angeles City Planning
200 North Spring Street Suite 763
Los Angeles, CA 90012
Attn.: Ms. Stephanie Escobar

Re: 5000 Vineland Avenue / Case Number CPC-2021-10706-DB-SPR-HCA

Dear Ms. Escobar:

The Applicant has filed a Density Bonus and Site Plan Review case with off menu incentives for the development and use of a Mixed Use Project with commercial at grade and 139 multi residential apartment units. Twenty-two percent (22%) of the base units will be set aside for Very Low Income Housing.

On February 17, 2022 McKinley & Associates, Arborist and Environmental Consultant prepared the required Arborist Tree Report (attached). The report findings are 1 native protected tree to be removed from the site. The Arborist provided a mitigation measure for the removal by planting a total of 4 replacements trees in 24-inch box size.

Please find attached the project landscape plan, in compliance with the replacement requirement. The project will provide 4 replacement trees in 24 inch boxes. For easy reference we have highlighted the area and location of the replacement trees. Furthermore, please find on the attached page L1 the replacement tree root details.

The project meets the definition and requirement of Los Angeles Municipal Code 17.05 R 1 (b) as follows, "The removal of the protected tree would not result in an undesirable, irreversible soil erosion through diversion or increased flow or surface waters that cannot be mitigated to the satisfaction of the City Chief Forester, and the physical conditions or location of the tree is such that; (i) Its continued presence in its existing location prevents the reasonable development of the property; (v) It has no apparent aesthetic value, which will contribute to the appearance and design of the proposed subdivision or it is not located with reference to other trees or monuments in such a way as to acquire a distinctive significance at the location."

Pursuant to Los Angeles Municipal Code Section 17.05 R 2 (b) "Supplemental Authority. In the event the Advisory Agency, in consultation with the City Chief Forester, determines pursuant to

Subdivision 1. (b) above, that the Advisory Agency may: (b) Permit protected trees of a lesser size, or trees of a different species, to be planted as replacement trees for protected trees permitted by this Code to be removed or relocated, if replacement trees required pursuant to this Code are not available. In that event, the Advisory Agency may require a greater number of replacement trees.”

Summary, the existing trees are located on a commercial site with no care and or irrigation. The Applicant respectfully request the Advisory Agency request a greater number of replacement trees on the site as proposed by the Applicant as a mitigation measure.

Sincerely,

Athena Novak

Athena Novak
AHN & Associates

APPLICATION FOR A TREE REMOVAL PERMIT

For on-site native trees & shrubs protected by Ordinance 186,873, and parkway trees

BUREAU OF STREET SERVICES
URBAN FORESTRY DIVISION
1149 S. BROADWAY, SUITE 400, LOS ANGELES, CA 90015
Tel: 213.847.3077 Hours: 7:00 a.m. – 4p.m.

STEP1: CALL (800) 996-2489 or visit 'myla311.lacity.org' obtain a Service Request Number (Application #): 1-2279875661
Application Number

STEP2: **This completed application, along with all supporting documentation (see checklist on page 3), should be submitted by US mail to the address above or by email to bss.urbanforestry@lacity.org. (Incomplete applications will not be accepted and may be returned.)**

Property Address: 5000 Vineland Ave. North Hollywood CA 91601
(Print Clearly) Number Street Name City State Zip Code

Property Owner's Name: Alan Kleinman
First Last

Property Owner's Contact Information: 818-376-0386 alan@thekleinmanfamily.com
Tel. No. Including Area Code Email Address

Total number of tree(s) or shrub(s): 4 and reason for tree or shrub removal: New Construction
Damaged sidewalk, driveway relocation, street widening, City Planning condition, Staging tree in proposed footprint of the structure, or dead tree or shrub. If it is a sewer line replacement issue, a sewer connection permit is required from the Public Works Bureau of Engineering.

Property Owner's Representative/Agent: Amy Kyababchyan
First Last

Company Name: NoHo Properties, LLC.

Address: 16060 Ventura Blvd #300, Encino CA 91436
Number Street Name City State Zip Code

Contact Information: 818-376-0386x2 pc@alpainc.com
Tel. No. Including Area Code Email Address

If the tree or shrub removal permit is approved and any fees due have been paid, the permit should be made out to (if this area is left blank, the permit will be made out to property owner):

Name: NoHo Properties, LLC

Email or Mailing Address: pc@alpainc.com

☒ This is a standard application for **STREET TREES.** Complete **Section 1** of the attached checklist on page 3.

☒ This is a standard application for **PROTECTED TREES OR SHRUBS.** Complete **Section 2** of the attached checklist on page 3. **Must include CEQA and approved Geosoils letter.**

☐ This application pertains to a **LAND DEVELOPMENT/ SUBDIVISION** case. Provide the items listed below (for Street Trees) or **Section 2** on page 3 (for Protected Trees and Shrubs):

1. Project title and case number (CP, ZA, TR, CPC, DIR, DIR, VAC, PM, DOT): __________
   Attach Letter of Determination and final CEQA document. Tree removals must be addressed or addendum will be required.
2. B-permit receipt showing tree fees have been paid.
3. B-permit drawings in 11"x17", showing existing tree location and proposed improvements.
4. Planting plan (2:1) ratio.
5. Plot plans.
6. Current photos of tree(s) (No Google Images).

UFD STAFF ONLY
INITIALS: ________
DATE: ________

TREE REMOVAL PERMIT CONTINUED ON NEXT PAGE

PLEASE READ THE FOLLOWING BEFORE SIGNING

I am submitting this application along with the attached checklist and required documents to the above address. I understand that submittal of this application does not guarantee an approval for a tree or shrub removal permit. If the tree or shrub removal permit is granted, I understand I will be required to replace the removed tree(s) or shrub(s) at a ratio determined by the Urban Forestry Division and pay any outstanding planting, removal and/or permit fees in accordance with City policy. I understand that average processing time for the tree and shrub removal permits is 90 to 120 days from the time a complete application is received. This time frame is an average only and is subject to fluctuate upon project complexity and further review.

I understand and agree to defend, indemnify, and hold harmless, the City, its officers, agents, employees, and volunteers (collectively "City"), from any and all legal actions, claims, or proceedings (including administrative or alternative dispute resolution (collectively "actions"), arising out of any City process or approval prompted by this application either in whole in part. Such actions include but are not limited to: actions to attack, set aside, void, or otherwise modify, an entitlement approval, environmental review, or subsequent permit decision; actions for personal or property damage; actions based on an allegation of an unlawful pattern and practice; inverse condemnation actions; and civil rights or an action based on the protected status of the petitioner or claimant under state or federal law (e.g. ADA or Unruh Act). I understand and agree to reimburse the City for any and all costs incurred in defense of such actions. This includes, but it's not limited to, the payment of all court costs and attorneys' fees, all judgments or awards, damages, and settlement costs. The indemnity language in this paragraph is intended to be interpreted to the broadest extent permitted by law and shall be in addition to any other indemnification language agreed to by the applicant.

4/13/22
Date

Alan Kleinman-
Property ~~Owner's~~ Signature
Manager

Alan Kleinman
Print Name

TREE REMOVAL PERMIT CONTINUED ON NEXT PAGE

STANDARD TREE REMOVAL APPLICATION CHECKLIST

(The following items are REQUIRED and must be attached to the application. Incomplete applications will not be processed.)

Rev. 02/2021

FOR STREET TREES (SECTION 1)

☐	1.	Bureau of Engineering A-permit (**All driveway A-permits must include the notation "Driveway cannot be relocated in order to save tree"**).
☒	2.	Plot Plans – Trees to be removed **MUST** be highlighted and distance from improvements included.
☒	3.	Clear color photos of entire tree and/or damaged sidewalk (if repairing the sidewalk). No Google images.
☐	4.	Any further information that the applicant or the City opines is pertinent to the project.

FOR PROTECTED PRIVATE PROPERTY TREES AND SHRUBS (SECTION 2)

Three (3) hard copies of the Protected Tree Report (PTR) or electronic copy shall be submitted by email or US Mail containing the following required information. (Los Angeles Municipal Code (LAMC) Section 17.02)

☒	1.	**"Tree Expert"** A person with at least four (4) years of experience in the business of transplanting, moving, caring for and maintaining trees who is one or more of the following: (a) a certified arborist with the International Society of Arboriculture and who holds a valid California license as an agricultural pest control advisor or (b) a certified Arborist with the International Society of Arboriculture who is a licensed landscape architect or (c) a registered consulting Arborist with the American Society of Consulting Arborists. (Amended by Ord. No.186,873 Effective 2/04/2021)		
☑	2.	By whom the PTR is prepared.	☒	3. For whom the PTR is prepared.
☒	4.	Date PTR is prepared.	☒	5. Date of PTR field inspection.
☐	6.	Table of Contents. All pages numbered and listed.	☒	7. PTR location address with short geographic description.
☐	8.	PTR purpose, include reason(s) for removal.	☐	9. Project description and background.
☐	10.	Square footage of the entire property and footprint of the existing and proposed new structure.		
☐	11.	Field observations.	☐	12. Findings.
☐	13.	Recommendations.	☐	14. Trees and shrubs tagged and numbered.
☐	15.	Mitigation (optional, <u>City of Los Angeles proscribes mitigation for any protected tree or shrub removal approval</u>). The ordinance states the mitigation shall "approximate the value" of the removed trees or shrubs. The current Board of Public Works policy has increased the minimum requirements for the protected tree or shrub replacement to 4:1 ratio. The Bureau determines tree or shrub value or a group of trees or shrubs in context with their environment.		
☒	16.	Matrix (spreadsheet) summarizing field observations of all protected trees or shrubs on subject property and any offsite protected trees or shrubs that may be impacted by project (trees or shrubs to be field tagged, provide code for offsite trees or shrubs, i.e. OS#1), tree or shrub species, tree or shrub height, diameter, spread, physical condition (i.e. declining, drought stressed, twig dieback, etc.) suggested treatment, tree or shrub rating, any other related information.		
☒	17.	Matrix of proposed protected tree or shrub removals.		
☐	18.	Matrix of proposed protected trees or shrubs to remain.		
☒	19.	Color photographs of all protected tree(s) or shrub(s). Multiple trees or shrubs may be shown on a photo if there is some method to differentiate between individual trees or shrubs. Minimum photo size is 5"x7".		
☒	20.	11-inches x 17-inches Topographical map (Construction drawing) with all protected trees or shrubs plotted (as close to real positions as possible, survey not required). Trees or shrubs shall be color-coded, either highlighted or CAD as follows: Quercus spp (yellow), Platanus racemosa (blue), Umbellularia californica (green), Juglans californica (orange), Sambucus mexicana (pink) and Heteromeles arbutifolia (brown). All proposed protected tree and shrub removals shall be circled in red. Approximate canopy spread should also be included. Included on the plan shall be the footprint of any proposed buildings, walls, patios, pools, etc. Also, lot and proposed building square footage should be included on plan.		
☐	21.	Landscape plan showing locations of all replacement trees and shrubs on a 4:1 ratio with the tree and shrub stock size to be determined by the City. This plan shall be species color coded as per item 20.		
☐	22.	Protected tree or shrub construction impact guidelines.		
☐	23.	Any further information that preparer or City opines to be pertinent.		
☐	24.	Pictures of protective fencing around the trees and shrubs to be protected in place.		
☐	25.	Verification of current licenses and certifications.		
☐	26.	Must be in a 3-ring binder, if large amount of pages.		
☒	27.	Digital copy of all submissions.		

REFERRAL FORM

URBAN FORESTRY REFERRAL – PILOT PROGRAM

This form shall be required for any project:

- ☐ Located within the Mt. Washington/Glassell Park Specific Plan, <u>or</u>
- ☐ For an SB 9 Urban Lot Split or Preliminary Parcel Map within the Valley geography, <u>or</u>
- ☑ Other projects as determined by City Planning,

if there are any protected trees or protected shrubs on the project site and/or or any trees within the adjacent public right-of-way that may be impacted or removed as a result of the project (e.g., any changes to the building footprint, including construction, demolition, or grading).

If required, the applicant shall complete the following **<u>PRIOR TO FILING AN APPLICATION</u>**:

1. Complete the Tree Disclosure Statement (CP-4067).
2. Prepare a Tree Report in accordance with the Tree Report Template (CP-4068). If using an existing Tree Report, it must be prepared within 12 months of submission.
3. Submit the Urban Forestry Referral Form (Referral Form), Tree Disclosure Statement, and Tree Report to the Customer Service Request Portal for Urban Forestry Division Clearances. An Angeleno Account will be required.

The completed Referral Form signed by Urban Forestry staff shall be submitted with case filing materials.

THIS SECTION TO BE COMPLETED BY THE APPLICANT

Project Site Address: 5000 Vineland Ave and 10950 Hesby Street North Hollywood

Description of Proposed Project:
Demolish the existing office and auto repair use with asphalt parking lot for the development and use of a 139 unit apartment community with 22% set aside for Very Low Income Housing units. The project will provide 2,855 Square feet of commercial use at grade fronting Vineland Ave.

THIS SECTION TO BE COMPLETED BY CITY STAFF ONLY

URBAN FORESTRY PRELIMINARY EVALUATION

Protected Trees and Protected Shrubs

☑ **Ready to File.** No changes required at this time.

☐ **Ready to File with Modifications.** See attached **Tree Protection Plan** (if applicable, include any Notices to Comply [NTCs]).

☐ **Not Ready to File.** See Urban Forestry Comments below. Note that filing with this box checked will result in delays in case processing.

Trees within the Public Right-of-Way

☑ **Ready to File.** No changes required at this time.

☐ **Ready to File with Modifications.** See attached **Tree Protection Plan** (if applicable, include any NTCs or Street Tree Notices [STNs]).

☐ **Not Ready to File.** See Urban Forestry Comments below. Note that filing with this box checked will result in delays in case processing.

Urban Forestry Comments

Urban Forestry Staff Signature: ____________________

Print Name: ALBERTO VERA **Review Date:** 5/23/23

☐ Additional Documents Attached

☐ Additional Consultation required by:

☐ Bureau of Engineering ☐ Department of Transportation

McKinley & Associates (818) 240-1358

Arborist Report

5000 Vineland Avenue
North Hollywood, California

ALBERT V.
for BR

REVIEWED BY
5/23/23
Bryan Ramirez, St. Tree Superintendent
Urban Forestry Division
Reviewing Tree Report Only
Review of report does not
indicate UFD approval for
any tree removal

Prepared for:

NOHO Properties LLC
16060 Ventura Blvd. Unit 300
Encino, CA 91436

Prepared by:

Dennis Gaudenti, Associate Arborist
McKinley & Associates
Certified Arborist #WE-1159A
International Society of Arboriculture
Agricultural Pest Control Advisor License
PCA License #70750
9241 Dorrington Place
Arleta, CA 91331

Email: gaudenti@earthlink.net
Inspection Date: May 5, 2023
Arborists and Environmental Consultants

McKinley & Associates (818) 240-1358

May 11, 2023

NOHO Properties
16060 Ventura Blvd. Unit 300
Encino, CA 91436

Dear NOHO Properties:

RE: **ARBORIST REPORT** – 5000 Vineland Avenue, North Hollywood, California
Proposed Construction of New 139 Unit Apartment Building Complex
City of Los Angeles Tree Ordinance No. 186873

PROJECT LOCATION

The subject property is located in a mixed use area in the community of North Hollywood in the City of Los Angeles. The property is near the intersection of Hesby Street and Vineland Avenue. The property is on the east side of Vineland Avenue. There are 2 existing buildings situated on the subject property. The property can be reached from downtown Los Angeles by taking the Hollywood 101 Freeway North to the Hollywood 170. Continue North on Hollywood 170 Freeway and exit at Magnolia Blvd. Turn right and continue east on Magnolia Blvd. until you reach Vineland Blvd. Turn right and continue south on Vineland Blvd. 3 blocks until you reach Hesby Street. Turn left or east onto Hesby Street. The subject property is immediately on your right or south side of Hesby Street at Vineland Blvd. Refer to the attached photos and for site access (See Thomas Guide, Page 563, A-3).

BACKGROUND

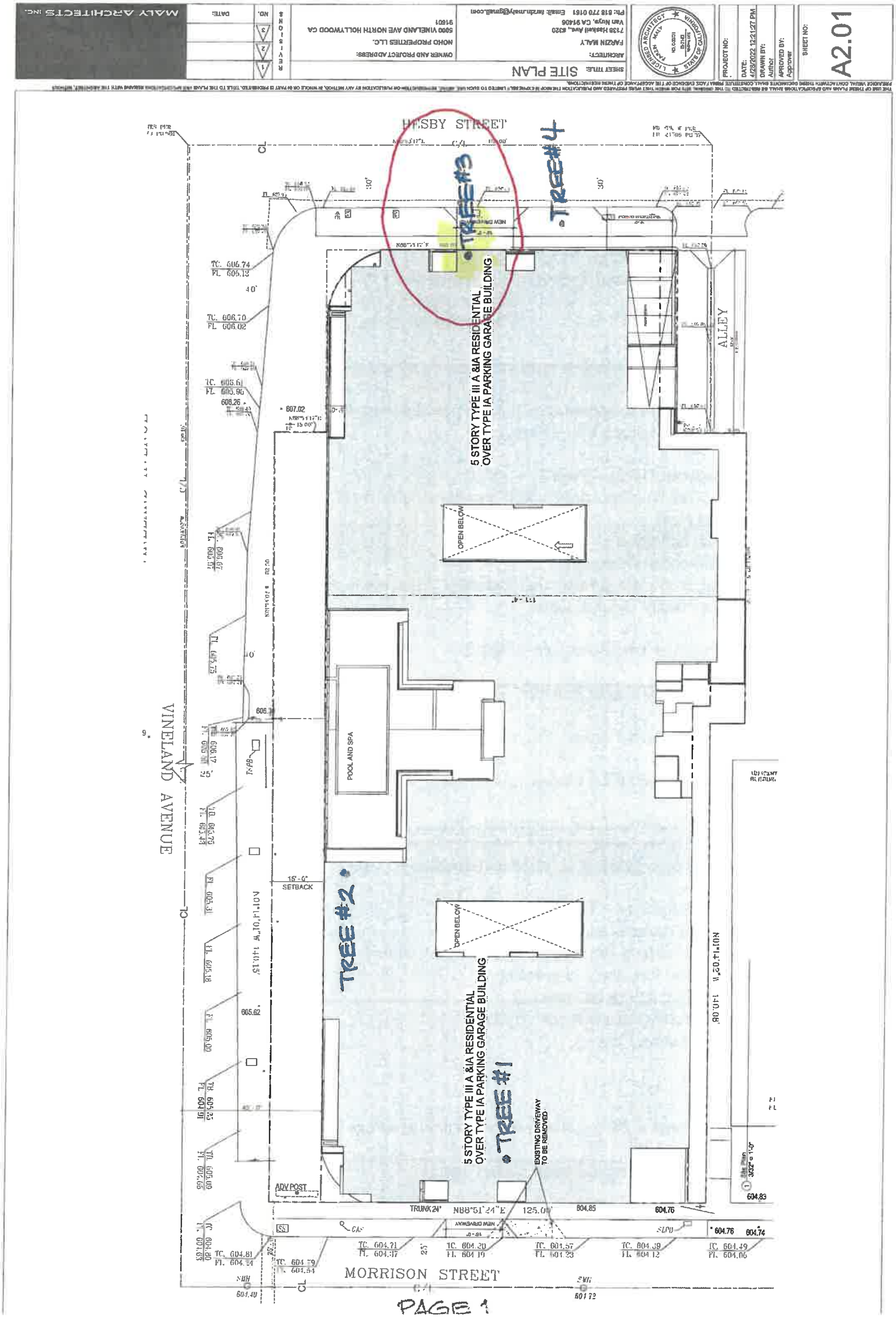
As stated earlier the proposed project involves the construction of a new 139 Unit Apartment Building Complex on the subject property. There are 2 existing buildings on the site. The lot measures 34,193 square feet. The first floor square footage is 1,410 square feet. There is one protected, native Coast Live Oak tree growing on the subject property. There are 2 private, significant trees measuring over 8 inches in diameter on the subject property. There is one Street Tree on the Hesby Street parkway. All 3 private trees including the Oak are located within the proposed building footprint of the Apartment Building and will therefore require removal. The City of Los Angeles Street Tree near Hesby Street will be preserved. Tree #1 is a *Ficus benjamina* or Weeping Chinese Banyan measuring 36 inches in diameter at D.B.H. (Diameter Breast Height or 4.5 feet above the ground). The dripline measures 25 feet and it has a 50 foot spread. It is approximately 50 feet tall. Tree #2 is a *Washingtonia robusta* or Mexican Fan Palm measuring 14 inches in diameter at D.B.H. The dripline measures 7.5 feet and it has a 15 foot spread. It is approximately 15 feet tall. Tree #3 is a *Quercus agrifolia* or Coast Live Oak measuring 20 inches in diameter at D.B.H. The dripline measures 20 feet and the spread is 35 feet. It is approximately 40 feet tall. Tree #4 is a *Lagerstroemia indica* or Crape Myrtle measuring 4 inches in diameter at D.B.H. The dripline measures 5 feet and the spread is 10 feet. It is approximately 17 feet tall. There are no protected, native California Sycamore, Southern California Black Walnut, California Bay, Toyon or Mexican Elderberry growing on or near the subject property and none of these other protected tree species will be impacted by this project. Tree protection will be discussed in the Tree Preservation Plan Section at the end of this report.

McKinley & Associates (818) 240-1358

ARBORIST REPORT-TABLE OF CONTENTS

Project Address: 5000 Vineland Avenue, North Hollywood
Applicant: NOHO Properties LLC
Proposed Activity: Construction of 139 Unit Apartment Building
Lot measures 34,193 Square Feet
First Floor Footprint 1,410 Square Feet

This report is broken down into several subsections, which include:


MALY ARCHITECTS INC.
REVISIONS
NO.
DATE
OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601
ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com
SHEET TITLE: SITE PLAN
PROJECT NO:
DATE: 4/28/2022 12:21:27 PM
DRAWN BY: Author
APPROVED BY: Approver
SHEET NO: A2.01
HESBY STREET
TREE #3
TREE #4
ALLEY
5 STORY TYPE III A &IA RESIDENTIAL OVER TYPE IA PARKING GARAGE BUILDING
OPEN BELOW
POOL AND SPA
VINELAND AVENUE
15'-0" SETBACK
TREE #2
OPEN BELOW
5 STORY TYPE III A &IA RESIDENTIAL OVER TYPE IA PARKING GARAGE BUILDING
TREE #1
EXISTING DRIVEWAY TO BE REMOVED
ADV POST
TRUNK 24"
N88°51'24"E 125.00'
N01°14'01"W 140.15'
N01°14'02"W 140.06'
MORRISON STREET
Site Plan 3/32" = 1'-0"
TC. 606.74 FL. 606.12
TC. 606.70 FL. 606.02
TC. 606.61 FL. 605.96
607.02
TC. 604.81 FL. 604.24
TC. 604.71 FL. 604.17
TC. 604.20 FL. 604.19
TC. 604.57 FL. 604.23
TC. 604.39 FL. 604.12
TC. 604.49 FL. 604.06
604.85
604.76
604.74
604.83
605.62

SUMMARY OF FIELD OBSERVATIONS MATRIX PROTECTED TREES
5000 VINELAND AVENUE, NORTH HOLLYWOOD

RATING CODE

A = EXCELLENT
B = GOOD
C = FAIR
D = POOR
E = NEARLY DEAD
F = DEAD

*SEE PHOTO
R = Remove
I = Impacted
T = Transplantable
NT = Not Transplantable
BMC = Below main crotch

Form						PHYSICAL CONDITION																			TREATMENT							RATING			
			SIZE																																
Tree number	Quercus agrifolia	Other Protected Tree Species	Trunk Diameter (inches") 4.5 Ft Above Base	Height (feet')	Spread (feet')	Overhead utility wires	Low-growing crown	Co-Dominant Stems/Trunks	Included Bark Tissue	Narrow Crotches/Weak Structure	Heart Rot Decay/Cavities	Raised Crown-Lower Limbs Cut	Crowded by nearby trees	Root Crown Buried	Branch Dieback/Dead Wood	Western Sycamore Borer-Bark	Diseased	Multiple Stems/Weak Structure	Leaning/Asymmetrical Crown	Crown balanced	Soil disturbed, compacted	Sparse or Thinning Crown	Fertilize Tree's Root Zone	Remove Deadwood	Raise Canopy	Insect Treatment	Disease Treatment	Mulch & Water Dripline	Prune and thin tree's crown	Health	Aesthetics & Conformity	Balance	REMARKS
3	x		20	40	35							x			x	x			x		x	x								C-	C-	C-	U-Haul Trucks park under Oak!

SUMMARY OF FIELD OBSERVATIONS MATRIX PROTECTED TREE REMOVALS
5000 VINELAND AVENUE, NORTH HOLLYWOOD

RATING CODE

A = EXCELLENT
B = GOOD
C = FAIR
D = POOR
E = NEARLY DEAD
F = DEAD

*SEE PHOTO
R = Remove
I = Impacted
T = Transplantable
NT = Not Transplantable
BMC = Below main crotch

Form						PHYSICAL CONDITION																	TREATMENT							RATING			REMARKS
			SIZE																														
Tree number	Quercus agrifolia	Other Protected Tree Species	Trunk Diameter (inches") 4.5 Ft Above Base	Height (feet')	Spread (feet')	Overhead utility wires	Low-growing crown	Co-Dominant Stems/Trunks	Included Bark Tissue	Narrow Crotches/Weak Structure	Heart Rot Decay/Cavities	Raised Crown-Lower Limbs Cut	Crowded by nearby trees	Root Crown Buried	Branch Dieback/Dead Wood	Western Sycamore Borer-Bark	Diseased	Multiple Stems/Weak Structure	Leaning/Asymmetrical Crown	Crown balanced	Soil disturbed, compacted	Sparse or Thinning Crown	Severe impact to protected tree	Remove Deadwood	Preserve & Protect Tree	Insect Treatment	Disease Treatment	Mulch & Water Dripline	Remove/Conflict w/Building	Health	Aesthetics & Conformity	Balance	
3	x		20	40	35							x			x	x			x		x	x	x						x	C-	C-	C-	Oak conflicts w/apartment building

SUMMARY OF FIELD OBSERVATIONS MATRIX PROTECTED TREES TO REMAIN
5000 VINELAND AVENUE, NORTH HOLLYWOOD

Form						PHYSICAL CONDITION																	TREATMENT							RATING			RATING CODE A = EXCELLENT B = GOOD C = FAIR D = POOR E = NEARLY DEAD F = DEAD *SEE PHOTO R = Remove I = Impacted T = Transplantable NT = Not Transplantable BMC = Below main crotch
			SIZE																														
Tree number	Quercus agrifolia	Other Protected Tree Species	Trunk Diameter (inches") 4.5 Ft Above Base	Height (feet')	Spread (feet')	Overhead utility wires	Low-growing crown	Co-Dominant Stems/Trunks	Included Bark Tissue	Narrow Crotches/Weak Structure	Heart Rot Decay/Cavities	Raised Crown-Lower Limbs Cut	Crowded by nearby trees	Root Crown Buried	Branch Dieback/Dead Wood	Western Sycamore Borer-Bark	Diseased	Multiple Stems/Weak Structure	Leaning/Asymmetrical Crown	Crown balanced	Soil disturbed, compacted	Sparse or Thinning Crown	Remove/Tree Conflict w/Bldg	Remove Deadwood	Raise Canopy	Insect Treatment	Disease Treatment	Mulch & Water Dripline	Protected tree to remain	Health	Aesthetics & Conformity	Balance	REMARKS
3	x		20	40	35							x			x	x			x		x	x	x							C-	C-	C-	Oak Tree will not remain!

SUMMARY OF FIELD OBSERVATIONS MATRIX NON-NATIVE TREES
5000 VINELAND AVENUE, NORTH HOLLYWOOD

Form						PHYSICAL CONDITION																	TREATMENT							RATING			RATING CODE
			SIZE																														
Tree number	Ficus benjamina	Other Non-Protected Species	Trunk Diameter (inches") 4.5 Ft Above Base	Height (feet')	Spread (feet')	City of Los Angeles Street Tree	Low-growing crown	Co-Dominant Stems/Trunks	Included Bark Tissue	Narrow Crotches/Weak Structure	Heart Rot Decay/Cavities	Raised Crown-Lower Limbs Cut	Crowded by nearby trees	Epicormic sprouts	Branch Dieback/Dead Wood	Western Sycamore Borer-Bark	Diseased	Multiple Stems/Weak Structure	Leaning/Asymmetrical Crown	Crown balanced	Surrounded by hardscape	Sparse or Thinning Crown	Fertilize Tree's Root Zone	Remove Deadwood	Raise Canopy	Insect Treatment	Disease Treatment	Mulch & Water Dripline	Prune and thin tree's crown	Health	Aesthetics & Conformity	Balance	REMARKS
1	x		36	50	50							x								x	x									C	C	C	Tree is surrounded by hardscape
2		x	14	15	15		x													x	x									C+	C+	C+	Washingtonia robusta
4		x	4	17	10	x						x		x						x										C-	C-	C	Lagerstroemia indica; parkway

RATING CODE

A = EXCELLENT
B = GOOD
C = FAIR
D = POOR
E = NEARLY DEAD
F = DEAD

*SEE PHOTO
R = Remove
I = Impacted
T = Transplantable
NT = Not Transplantable
BMC = Below main crotch

SUMMARY OF FIELD OBSERVATIONS MATRIX NON-NATIVE TREE REMOVALS
3857 FILION STREET, LOS ANGELES

RATING CODE

A = EXCELLENT
B = GOOD
C = FAIR
D = POOR
E = NEARLY DEAD
F = DEAD

*SEE PHOTO
R = Remove
I = Impacted
T = Transplantable
NT = Not Transplantable
BMC = Below main crotch

Form						PHYSICAL CONDITION																	TREATMENT							RATING			
			SIZE																														
Tree number	Ficus benjamina	Other Non-Protected Species	Trunk Diameter (inches") 4.5 Ft Above Base	Height (feet')	Spread (feet')	City of Los Angeles Street Tree	Low-growing crown	Co-Dominant Stems/Trunks	Included Bark Tissue	Narrow Crotches/Weak Structure	Heart Rot Decay/Cavities	Raised Crown-Lower Limbs Cut	Crowded by nearby trees	Epicormic sprouts	Branch Dieback/Dead Wood	Western Sycamore Borer-Bark	Diseased	Multiple Stems/Weak Structure	Leaning/Asymmetrical Crown	Crown balanced	Surrounded by hardscape	Sparse or Thinning Crown	Severe impact to tree	Remove Deadwood	Preserve & Protect Tree	Insect Treatment	Disease Treatment	Mulch & Water Dripline	Remove/Conflict w/Bldg	Health	Aesthetics & Conformity	Balance	REMARKS
1	x		36	50	50							x								x	x		x						x	C	C	C	Tree conflicts w/new building
2		x	14	15	15		x													x	x		x						x	C+	C+	C+	Washingtonia robusta
4		x	4	17	10	x						x		x						x					x					C-	C-	C	Lagerstroemia indica

SUMMARY OF FIELD OBSERVATIONS MATRIX REMAINING NON-NATIVE TREES
5000 VINELAND AVENUE, NORTH HOLLYWOOD

Form						PHYSICAL CONDITION																	TREATMENT							RATING			RATING CODE
			SIZE																														
Tree number	Ficus benjamina	Other Non-Protected Species	Trunk Diameter (Inches") 4.5 Ft Above Base	Height (feet')	Spread (feet')	City of Los Angeles Street Tree	Low-growing crown	Co-Dominant Stems/Trunks	Included Bark Tissue	Narrow Crotches/Weak Structure	Heart Rot Decay/Cavities	Raised Crown-Lower Limbs Cut	Crowded by nearby trees	Epicormic sprouts	Branch Dieback/Dead Wood	Western Sycamore Borer-Bark	Diseased	Multiple Stems/Weak Structure	Leaning/Asymmetrical Crown	Crown balanced	Surrounded by hardscape	Sparse or Thinning Crown	Remove/Tree Conflict w/Bldg	Remove Deadwood	Raise Canopy	Insect Treatment	Disease Treatment	Mulch & Water Dripline	Preserve & Protect Tree	Health	Aesthetics & Conformity	Balance	A = EXCELLENT B = GOOD C = FAIR D = POOR E = NEARLY DEAD F = DEAD *SEE PHOTO R = Remove I = Impacted T = Transplantable NT = Not Transplantable BMC = Below main crotch
																																	REMARKS
1	x		36	50	50							x								x	x		x							C	C	C	Tree conflicts w/new building
2		x	14	15	15		x													x	x		x							C+	C+	C+	Washingtonia robusta
4		x	4	17	10	x						x		x						x				x				x	x	C-	C-	C	Lagerstroemia indica

Tree List & Descriptions

5000 Vineland Avenue, North Hollywood

Tree #1 is a Ficus benjamina or Weeping Chinese Banyan. The tree measures 36 inches in diameter at D.B.H. (Diameter Breast Height) or 4.5 feet above the ground. The tree has a dripline which measures 25 feet from the tree trunk and it has a 50 foot spread. It is estimated to be roughly 50 feet tall. The tree is located near the southwest side of the lot facing Vineland Avenue. The tree is situated in a tree well surrounded by the existing one-story building and hardscape. The tree's crown has been pruned and raised. The crown is balanced with minor asymmetry. The foliage size and color appear normal. The tree is in average health and condition. Rating: C

Tree #2 is a Washingtonia robusta or Mexican Fan Palm. The tree measures 14 inches in diameter at D.B.H. The tree has a dripline which measures 7.5 feet from the tree trunk and it has a 15 foot spread. It is estimated to be roughly 15 feet tall. The tree is located in front of the second, one-story building facing Vineland Avenue. It is northwest of Tree #1. The tree is in a small planter, up against the west side of the existing building. It is surrounded by hardscape. The tree's crown is low-growing. The crown is balanced with minor asymmetry. The foliage size and color appear normal. The tree is in slightly above average health and condition. Rating: C+

Tree #3 is a Quercus agrifolia or Coast Live Oak. The tree measures 20 inches in diameter at D.B.H. The tree has a dripline which measures 20 feet from the tree trunk and it has a 35 foot spread. It is estimated to be roughly 40 feet tall. The tree is located near the northwest corner of the subject property. It is 35 feet east of Vineland Avenue and 12 feet south of Hesby Street. The area immediately around the tree is currently a vacant lot. U-Haul Trucks are parked on this vacant lot under the tree. The tree is up against the south side of a chain-link fence which borders the sidewalk which runs parallel with Hesby Street. No irrigation is visible. Algerian Ivy climbs the tree's trunk. Weeds surround the tree's trunk. Razor wire runs along the north side of the tree's trunk. There is moderate Western Sycamore Borer insect damage on the tree's lower trunk. The soil is disturbed near the tree's trunk and is compacted. The crown has been pruned and raised. It is unbalanced and leans and grows more on the east side. The crown crowds Tree #4 Street Tree. The foliage size and color appear normal. The crown density is fair. I would estimate that 20% of the tree's crown is composed of dead wood. The tree is in slightly below average health and condition. Rating: C-

Tree #4 is a Lagerstroemia indica or Crape Myrtle. The tree measures 4 inches in diameter at D.B.H. The tree has a dripline which measures 5 feet from the tree trunk and it has a 10 foot spread. It is estimated to be roughly 17 feet tall. The tree is located 25 feet east of Tree #3 and 4 feet south of the curb along Hesby Street. It is situated in an 8 foot wide parkway. It is a City of Los Angeles Street Tree. There is no irrigation or landscape near the tree. Dry weeds surround the tree. There are suckers or epicormic sprouts at the base. The tree's crown has been pruned and raised. It is balanced with minor asymmetry. The tree is crowded by other nearby trees. The foliage size and color appear normal. The crown density is fair. The tree is in slightly below average health and condition. Rating: C-

TREE PRESERVATION PLAN
5000 Vineland Avenue, North Hollywood
City of Los Angeles Ordinance No. 186873

Recommendation

The following steps are recommended for tree preservation and tree mitigation:

A. Control of Diseases and Pests

Trees are largely affected by their environment. Competition with nearby trees and vegetation for water, nutrients, sunlight, space, drought, flooding, drainage, grading, soil compaction, root damage, limb failure, excessive pruning, etc. are just some of the factors which can impact the health of a tree. When trees are stressed due to environmental influences, their natural defenses are weakened. Trees can produce chemical odors when stressed which have been documented to attract insects. Stressed trees are also a suitable host for root fungi infection such as Armillaria sp. or Oak Root Fungus. Unsupervised construction activity can lead to soil compaction and poor drainage, which can cause an infection of Phytophthora sp. Root Rot. Oak Root Fungus, if identified in its early stages can be controlled by performing a root crown excavation and exposing the buttress roots to sunlight and by avoiding watering the last 10 feet of the tree. Phytophthora Root Rot can be controlled chemically through the use of Subdue® and similar soil drenches. Aerifying the soil and adjusting and minimizing excess irrigation is also beneficial.

B. Protection of Trees During Grading and Construction

Grading and excavating for building footings will be necessary. Heavy equipment will be operating on this site. It is essential that care be taken during construction to protect all Oak tree parts including but not limited to roots, bark, trunk, branches and leaves of Oak trees targeted for preservation. It will be necessary to install orange protective fencing at the drip line plus five feet, during initial demolition and grading operations. Drip line shall be defined as the point where the branches terminate. In cases where the building encroaches within the drip line, the fences will have to be adjusted. The work within the drip line must be performed by hand under the supervision of a Certified Arborist.

C. Method and Frequency of Pruning

All trees have the potential to grow beyond their ability to support themselves and a trunk, limb or branch may fail or break, if the tree is not pruned to provide weight reduction and thinned to reduce wind resistance. Trees, which are near high traffic areas with the potential for damage to persons and property, must be maintained at a regular interval for safety.

Crown thinning, dead wood removal and removal of crossing, rubbing branches and weak branch attachments and structural pruning should be performed where possible during the proper season. Deciduous trees such as the Crape Myrtle should be pruned in the winter when they are dormant.

C. Method and Frequency of Pruning-Continued
Native, evergreen Oak trees such as Coast Live Oak should be pruned in hot, dry summer weather. The new foliage produced after pruning is less likely to become infected with powdery mildew.

D. Special Instructions on Watering
Native trees have the ability to withstand drought in their natural environment and will generally not require additional watering. Native trees on improved, developed sites can be negatively impacted from over-watering. It is important to avoid watering the trunk and the last six feet of all trees to be preserved especially all native trees. Excessive moisture and watering this area can lead to Oak Root Fungus or Phytophthora Root Rot. Placing a soaker hose at the drip line of the trees to be preserved and applying water over a 24 hour period, one to two times per month, during the months of June through November and during periods of heat and drought can reduce stress.

E. Grading Restrictions Near the Dripline
Grading, adding or removing of soil is never recommended within the root zone or dripline of a tree targeted for preservation. All grading activity should take place five feet outside the dripline of all trees to be preserved. Under no circumstances must grading take place within six feet of the trunk of any tree to be preserved! Adding soil depletes oxygen and can create poor drainage and excessive moisture problems for the tree. This can lead to Oak Root Fungus and or Phytophthora Root Rot. Removing soil in this critical area promotes root cutting and or exposure and threatens the potential stability of the tree.

F. Tree Protection Plan
The protected tree found at 5000 Vineland Avenue, North Hollywood is a Coast Live Oak tree. This tree species is protected by the City of Los Angeles. The scope of work was limited to identifying the Coast Live Oak tree and the non-native trees on or near the subject property. The only tree which will remain is a City Street Tree identified as Tree #4. The following tree protection measures should be followed:

1) Tree #1, Tree #2, Tree #3 and Tree #4 must have T-Panel chain-link fencing must be installed around the trees. The tree protection fencing should be at least 5 feet high and must be placed as far away from the trunks of these trees as possible, preferably at the dripline. Orange plastic fence should be attached to the chain-link fence for visibility. Photos of the fencing must be included with the Arborist Report. The placement of the tree protection fence shall be approved by a Certified Arborist or a representative of the City of Los Angeles.

2) Protective fencing shall remain around the trees to be preserved until written authorization is received from the City. This fencing shall be maintained in a vertical position throughout the construction period and shall not be removed or relocated without written authorization from the City and any relocation of the protective fence shall be done under the supervision of a Certified Arborist.

F. Tree Protection/Tree Preservation-Continued

3) Prohibit dumping of all paints, solvents, stucco, cement, concrete, mortar, excess soil and other foreign materials within the area defined as the drip line or tree protection zone of all the Oak trees.

4) Grading (cutting or adding soil) should not be performed within the dripline of trees to be preserved. Storage of vehicles, equipment and building materials within the dripline of trees to be preserved should be prohibited.

5) Minimize trenching or continuous digging for utilities, plumbing or electrical or footings and foundations within the area defined as the dripline of trees to be preserved. Excavation within the dripline of trees to be preserved must be hand-dug and minimize cutting of large roots two inches diameter and larger.

6) Roots, which are encountered during excavation, should be avoided if possible. Roots, which are cut, torn or damaged, must be pruned back to the side of the excavation with a clean, sharp pruning tool. Root ends must be kept moist. Where possible cover the root ends with moist burlap or cloth until back-fill can occur. Water exposed root ends 2 to 3 times per day until back-fill can occur to prevent the root ends from drying out.

7) Pruning of tree branches should be done under the supervision of a Certified Arborist. Pruning may be necessary to provide clearance for vehicles, equipment and pedestrians. Pruning should attempt to eliminate dead wood, enhance the structure, eliminate defects and provide clearance. In general, the goal is avoid unnecessary cuts over 2 inches in diameter and not remove more than 25% of a tree's foliage at one-time. Tree pruning must conform to Best Management Practices and ANSI A-300 Pruning Standards. No pruning should be necessary.

8) Timing of pruning is very important. It is important to know the pruning requirements of your trees. A Certified Arborist can assist you with identifying trees and their individual needs. Prune deciduous such as Crape Myrtle in winter and evergreen native Oaks such as Coast Live Oak in summer. Pruning the trees at the correct time of year prevents disease and insect infestation.

9) Should the Coast Live Oak be required to be preserved then future irrigation should be adjusted so as not to water tree trunk areas. Irrigation can be applied near the drip line of the tree. Native California shrubs such as Toyon, Lemonade Berry, Sugar Bush, Ceanothus, Manzanita and Ribes may be used as landscaping near native protected tree species.

F. Tree Protection/Tree Preservation-Continued

10) The native tree species found on this site is a Coast Live Oak tree. This tree species is protected by the City of Los Angeles. Since this Coast Live Oak tree is located within the apartment building footprint it will be necessary for it to be removed. It will be necessary for you to apply for a Protected Tree Removal Permit. The 4-24 inch-box size replacement Coast Live Oaks and the Coast Live Oak to be removed must be highlighted in yellow and shown on the Site Plan and Landscape Plan. The Coast Live Oak proposed to be removed must be circled in red on the plans. The tree protection fencing must be installed and photographed and the photos included with this report.

Summary/Conclusion

In summary, after viewing the subject property inspecting the subject Coast Live Oak tree and other significant trees and reviewing the plans it appears that Tree #1, Tree #2 and Tree #3 will require removal because they are located within the proposed apartment building footprint. There are no native, protected, California Sycamore, California Bay, Southern California Black Walnut, Toyon or Mexican Elderberry on the subject property or on adjoining properties which would be removed or impacted by this project. The only tree to be preserved will be Tree #4, Crape Myrtle, Street Tree. You must install tree protection fencing at the dripline of the existing Coast Live Oak tree and other trees and insert the photos of this fencing inside the Arborist Report being submitted. A Native Tree Removal Permit Application must be submitted to the City along with a copy of this Arborist Report. The Site Plans and Landscape Plans must highlight the existing Oak and the 4-24 inch box replacement Coast Live Oaks in yellow. The Oak tree to be removed must be circled in red on the plans. If the above stated Tree Protection Plan is followed then it is my professional opinion that Tree #4 can be preserved and will continue to add beauty and value to the subject property and neighborhood for many years to come.

Limitations

Information contained in this report covers only those areas that were examined and reflects the condition of those areas at the time of inspection. The inspection was limited to visual examination of accessible areas without excavation, drilling or boring. Arboriculture is not an exact science and there is much that is still to be learned about trees. The observations and recommendations provided in this report reflect the latest research, knowledge and training available through university and professional research. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the trees or property in question may not arise in the future.

I am an Associate Arborist with McKinley & Associates. I am a Certified Arborist and a Licensed Pest Control Adviser and am therefore considered a Tree Expert as defined in the City of Los Angeles Ordinance No. 186873. I prepared this Arborist Report as required by the City of Los Angeles.

Thank you for the opportunity to serve you and your arboricultural and horticultural needs. If you have any further questions, please feel free to contact me during the day on my business cell phone at (818) 858-5077.

Yours truly,

Dennis Gaudenti, Associate Arborist
Certified Arborist #WE-1159A
International Society of Arboriculture
Agricultural Pest Control Adviser
License #70750

ISA Credentialed

Dennis Gaudenti
WE-1159A

	Expiration
ISA Certified Arborist®	30 Jun 2023
ISA Tree Risk Assessment Qualified	31 May 2027

DEPARTMENT OF PESTICIDE REGULATION
LICENSING/CERTIFICATION PROGRAM

PCA

AGRICULTURAL PEST CONTROL ADVISER LICENSE

LICENSE #: 70750 **EXPIRES: 12/31/2024**
Categories: ABCDEFG Issued: 1/1/2023

DENNIS A GAUDENTI
9241 DORRINGTON PL
ARLETA, CA 91331

This License must be shown to any representative of the Director or Commissioner upon request.

DEPARTMENT OF PESTICIDE REGULATION
LICENSING/CERTIFICATION PROGRAM

QAL

QUALIFIED APPLICATOR LICENSE

LICENSE #: 98070 **EXPIRES: 12/31/2024**
Categories: ABCEFH Issued: 1/1/2023

DENNIS A GAUDENTI
9241 DORRINGTON PL
ARLETA, CA 91331

This License must be shown to any representative of the Director or Commissioner upon request.

ALCOTT V
FOR BR

REVIEWED
BY

5/23/23

Bryan Ramirez, St. Tree Superintendent
Urban Forestry Division
Reviewing Tree Report Only
Review of report does not indicate UFD approval for any tree removal


Prunus caroliniana
Carolina Cherry Laurel


Dracaena draco
Dragon Tree


Platanus racemosa
California Sycamore
24" Box (x2)
Native Tree


Quercus agrifolia
Coast Live Oak
24" Box (x4)
Mitigation Trees


Dodonaea viscosa 'Purpurea'
Purple-leafed Hop-bush


Clivia miniata
Kaffir Lily


Chondropetalum tectorum
Small Cape Rush

PAGE 21


Furcraea foetida
Green Aloe


Polystichum munitum
California Sword Fern


Tecoma stans
Yellow Bells


Melaleuca nesophila
Pink Melaleuca


Aloe dawei 'Yellow'
Yellow Dawe's Aloe


Philodendron selloum
Cut-Leaf Philodendron


Liriope gigantea
Giant Lily Turf


Muhlenbergia rigens
Deer Grass


Acacia cognata 'Cousin Itt'
Little River Wattle


Agave attenuata Ray of Light
Ray of Light Fox Tail Agave


Senecio serpens
Blue Chalksticks


Pachysandra terminalis 'Green Sheen'
Green Sheen Japanese Spurge


Myoporum parvifolium 'Pink'
Pink Australian Racer

PLANTER LEGEND

Mfg.	Model	No.	Dim.
Chandler Company	Coronado	CO36042	60"L x W, 42"H
		CO60363?	60"L x 36"W x 30"H
		CO34836	48"L x W, 36"H

OAK ROOT LEGEND

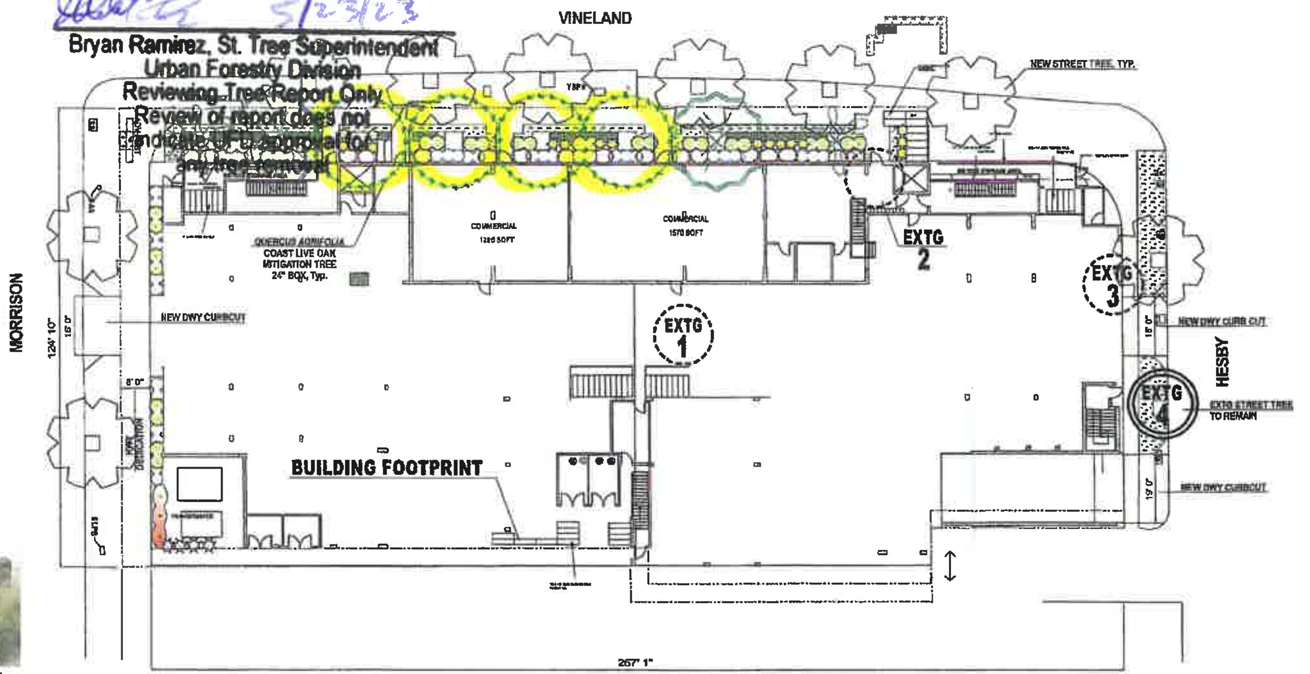
ROOT SPREAD AT TIME OF PLANTING: 24" WIDE x 20" DEEP
ROOT SPREAD AS TREE MATURES: 4-7 TIMES WIDTH OF CROWN 18-24" DEEP

NOTE:
Mitigation Oaks shall be planted in a 10' wide, at grade planting area located outside of the foundation of the building.
The trees shall be planted at an average distance of 25' apart and at a minimum distance of 5' feet from any paving or the building.
No portion of the proposed structure shall be located directly beneath where the trees.

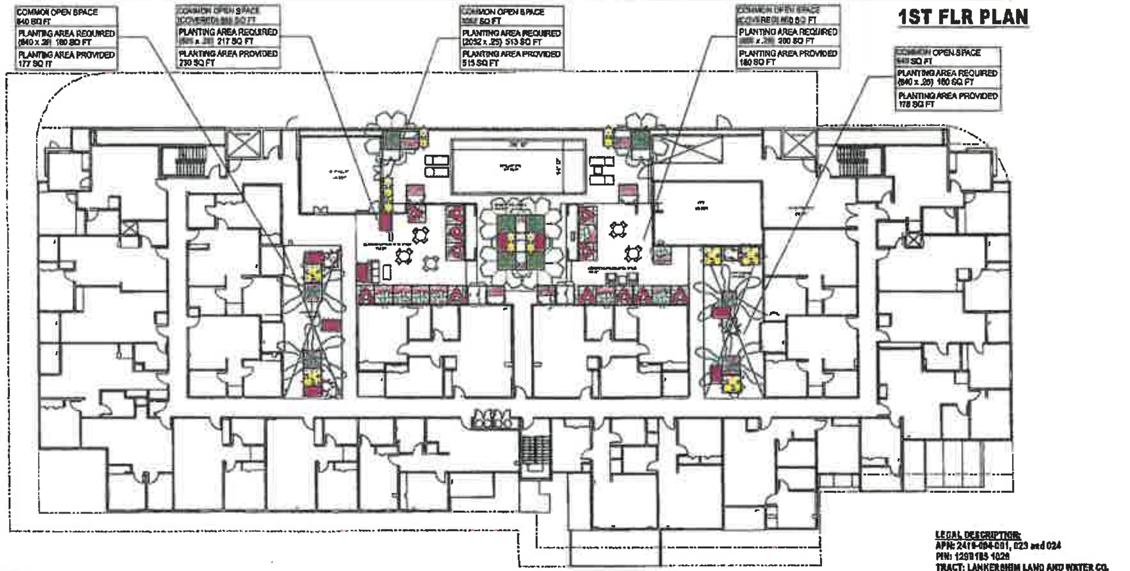
LANDSCAPE TABULATIONS	
COMMON OPEN SPACE PROVIDED	
2nd Floor Pool Deck	2,048 SF
2nd Floor Covered (875 + 680)	1,555 SF
2nd Floor Open to Sky (675 + 658)	1,333 SF
4th Floor Open to Sky (730 + 730)	1,460 SF
Roof Deck (2930 + 1765)	4,695 SF
TOTAL:	11,091 SF
LANDSCAPE AREA REQUIRED: (11091 x 0.25)	2,773 SF
LANDSCAPE AREA PROVIDED	
2nd Floor Pool Deck	539 SF
2nd Floor Covered (216 + 163)	385 SF
2nd Floor Open to Sky (177 + 178)	359 SF
4th Floor Open to Sky (186 + 188)	374 SF
Roof Deck (758 + 445)	1,203 SF
TOTAL: (2866 > 2773)	2,866 SF
LANDSCAPE TO OPEN SPACE RATIO (2866 / 11091 = 0.258)	25.8 %

REQUIRED AND PROVIDED TREES TABLE			
			QTY
EXTG TREES ON SITE			[illegible]
EXTG PROTECTED TREES ON SITE			1
EXTG PARKWAY TREES			1
TREES	NUMBER	RATIO	REQ.
EXISTING TO BE REMOVED	1	1:1	1
EXISTING PROTECTED TREES TO BE REMOVED	1	4:1	4
EXISTING PARKWAY TREES TO BE REMOVED	1	1:1	1
TOTAL ON SITE TREES TO BE REPLACED			6
TREES PER UNIT	136	1 TREE/4 UNITS	34
TTL. NO. TREES REQ. (34 > 6)			34
TREES PROVIDED			
LOCATION	SHEET	SIZE	QTY
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
TOTAL TREES		24" BOX	41

SUMMARY OF EXISTING TREES			
Tree	Botanical Name	Common Name	Replace
1	[illegible]	[illegible]	Yes
2	Washingtonia robusta	Mexican Fan Palm	Yes
3	Quercus agrifolia**	Coast Live Oak	Yes
4	[illegible]*	[illegible]	No
* Street Tree, ** Protected Tree			



1ST FLR PLAN



2ND FLR PLAN

EXTG 1 Extg. tree to be removed
EXTG 4 Extg. tree to remain

LEGAL DESCRIPTION:
APN: 2419-004-001, 023 and 024
PIN: 129B185 1028
TRACT: LANKERSHIM LAND AND WATER CO.
AND TR 7274
BLOCK: None, LOTS: FR169, 16, 17 AND FR158
MAP REF: MR 31-39/44 AND M B 80-49

Harmony Gardens, Inc.
Paul E. Gagne, RLA #6223
6620 Murietta Avenue
Van Nuys, CA 91405
(818) 505-9783
Paul@Harmonygardens.net

REVISION LOG:
09/14/2021
03/18/2022
07/15/2022
08/18/2022
09/06/2022

SUBMITTAL: NO:	DATE:

PROJECT ADDRESS:
Vineland 00
5000 Vineland Avenue
North Hollywood, CA 91601

OWNER ADDRESS:
NoHo Properties LLC
5000 Vineland Avenue
North Hollywood, CA 91601
(818) 376-0386
Email: PC@ALPAINC.com

PRELIMINARY LANDSCAPE PLAN
1ST AND 2ND FLR

Date: 07/18/2022
Scale: 1/16" = 1'
Drawn By: PG

Sheet No.
L1
1 of 2

06/14/2022 14:08

06/14/2022 14:08


U-HAUL
ONE-WAY & IN-TOWN MOVES
U-HAUL
Our Low Decks Make Your Move EASIER!
06/14/2022 14:09

06/14/2022 14:10


U-HAUL
06/14/2022 14:11


06/14/2022 14:12

Attachment D
Transportation & Traffic

1. LADOT Report
2. Transportation Study Assessment
3. VMT Screening
4. LADOT Assessment Memorandum of Understanding
5. Traffic Impact Study

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

5000-5006 N.Vineland Ave.
LADOT Case No. SFV22-52863

Date: February 1, 2023

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

Vicente Cordero

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE MIXED-USE DEVELOPMENT AT 5000-5006 N. VINELAND AVENUE (ZA-2022-3325-ZAI/ CPC-2021-10706-DB-SPR-HCA)**

The Department of Transportation (LADOT) has reviewed the final transportation impact assessment prepared by KOA Corporation, dated January 2023, for the proposed Mixed-Use Development comprised of seven story, 139 apartments units (22 percent of the residential units will be set aside for very low income housing) and approximately 2,855 square feet of commercial retail, located at 5000-5006 N. Vineland Ave. and 10950 Hesby Street, in North Hollywood within the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed Project would not result in a significant transportation impact on VMT as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed Project is a seven story, 139-unit apartment complex with 2,855 square feet of ground floor retail and parking with two levels of parking including one level of subterranean parking. The planned Project location is primarily surrounded by other multistory apartment complexes. The Project has set aside 22 percent of the residential units for very low-income housing. Existing active uses at the site include a U Haul rental facility and an auto repair business. These uses would be removed with the construction of the proposed Project. The Project driveways will include an outbound driveway on Morrison Street, and inbound driveway on Hesby Street, and an additional two-way driveway on Hesby Street for access to the lower parking level. The Project proposes 130 vehicle parking spaces on the two floors and 168 bicycle parking spaces. The Project is anticipated to be completed and operational within the year 2023.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the Project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool Version 1.3, which draws upon trip rate estimates published in the Institute of Transportation

Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable. This trip generation adjustment is based on sociodemographic data and the built environment factors of the Project's surroundings, it was determined that the Project does exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator-screening pages are provided in **Attachment A**. Additionally, the analysis included further discussion of the CEQA transportation impact thresholds:

1. **Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies**
   The transportation assessment evaluated the proposed Project for conformance with the adopted City's transportation plans and policies for all travel modes. According to the analysis, the Project does not obstruct or conflict with the City's development policies and standards for the transportation system.

2. **Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**
   Using the VMT Calculator, the assessment determined that the Project would generate a 692 net increase in DVT and a 4,811 net increase in daily VMT, therefore further analysis was required. The analysis concluded that the Project would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

3. **Threshold T-3: Substantially Increasing Hazards Due To a Geometric Design Feature or Incompatible Use**
   The Project does not involve any design features that are unusual for the area or any incompatible use.

C. CEQA Transportation Analysis

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. The LADOT VMT Calculator tool measures Project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Valley APC area, in which the Project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.4
- Daily Work VMT per Employee: 11.6

As cited in the VMT analysis report prepared by KOA Corporation, the VMT generated by the Project results in 6.4 Household VMT per Capita, which is acceptable for the South Valley APC. The work VMT per employee is not applicable because the retail use is local serving and below 50,000 square feet in size. Therefore, it is concluded that the implementation of the proposed Project will not result in a significant VMT impact.

D. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in

Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a Project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the Project has completed a circulation analysis using a "HCM and Level of Service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at all four studied locations.

Access to the Project will be provided by an outbound driveway on Morrison Street, and inbound driveway on Hesby Street, and an additional two-way driveway on Hesby Street for access to the lower parking level. All existing curb cuts will be closed. A copy of the Project site plan is provided in Attachment C.

The location and design of the vehicular and pedestrian access points do not present any hazardous conditions. The ultimate design of the driveways and internal circulation will meet the standards of the building code and will be subject to review by LADOT and Department of Building and Safety. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the tables for delay and level of service analysis that summarizes these potential deficiencies is provided as an **Attachment B** to this report.

PROJECT REQUIREMENTS

A. CEQA-Related Requirement

There are no CEQA-related mitigation measures required for this Project.

B. Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

The traffic study indicated that the Project would provide total of 130 vehicular parking spaces and 168 (148 residential and one commercial space for long-term and 18 residential and one commercial space for short-term) bicycle parking spaces. The applicant should check with the Departments of Building and Safety on the number of Code-required parking spaces needed for this Project.

2. Highway Dedication and Street Widening Requirements

Dedications and widening are anticipated to be required on Vineland Avenue & Morrison Street. **Vineland Avenue** is a designated Boulevard II, which requires a 40-foot half-width roadway within a 55-foot half-width right-of-way**.** Vineland Avenue is dedicated to 39-foot (63-foot half width) roadway adjacent to the Project Site. Vineland Avenue is designed to have bike lanes in this location except in front of the Project. To make the bike lane continuous, 15-foot dedication and 9-foot widening is required from Hesby Street to Morrison Street on Vineland Boulevard. Hesby Street is designated as a Local Street, which requires an 18-foot half-width roadway within a 30-foot half-width right-of-way. Currently Hesby Street has an 18-foot half-width roadway within a 30-foot half-width right-of-way, therefore no dedication & widening is required. **Morrison Street** is designated as a Collector Street, which requires a 20-

foot half-width roadway within a 33-foot half-width right-of-way. Currently **Morrison Street** has a 15-foot half-width roadway within a 25-foot half-width right-of-way, therefore 8-foot dedication & 5-foot widening is required. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this Project.

3. Project Access and Circulation

Access to the Project will be provided by an outbound driveway on Morrison Street, and inbound driveway on Hesby Street, and an additional two-way driveway on Hesby Street for access to the lower parking level. All existing curb cuts will be closed. A copy of the Project site plan is provided in **Attachment C**. The ultimate design of the driveways and internal circulation will meet the standards of the building code and will be subject to review by LADOT and Department of Building and Safety. The review of this study does not constitute approval for any new proposed driveway. Review and approval of the driveways should be coordinated with LADOT's Citywide Planning Coordination Section (6262 Van Nuys Boulevard, 3rd Floor, Room 320, at 818-374-4699). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

4. High Injury Network

The City of Los Angeles Vision Zero identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related sever injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists. Vineland Avenue is included in the High Injury Network. This Project will improve pedestrian and vehicular safety on Vineland Avenue along the Project frontage to provide within the planned 15-foot dedication and improvements. These improvements would make the eastern half-roadway profile to be consistent with the existing improvements to the north of Hesby Street. The Project dedication will therefore be used to widen the roadway and incorporate the existing buffered bike lane with an added on-street parking area.

5. Worksite Traffic Control Plan

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours.

6. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods.

- Rely on a broader range of strategies that can be updated to keep pace with technology, and

- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance. The updated ordinance is expected to be completed prior to the anticipated construction of this Project.

7. Development Review Fees
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

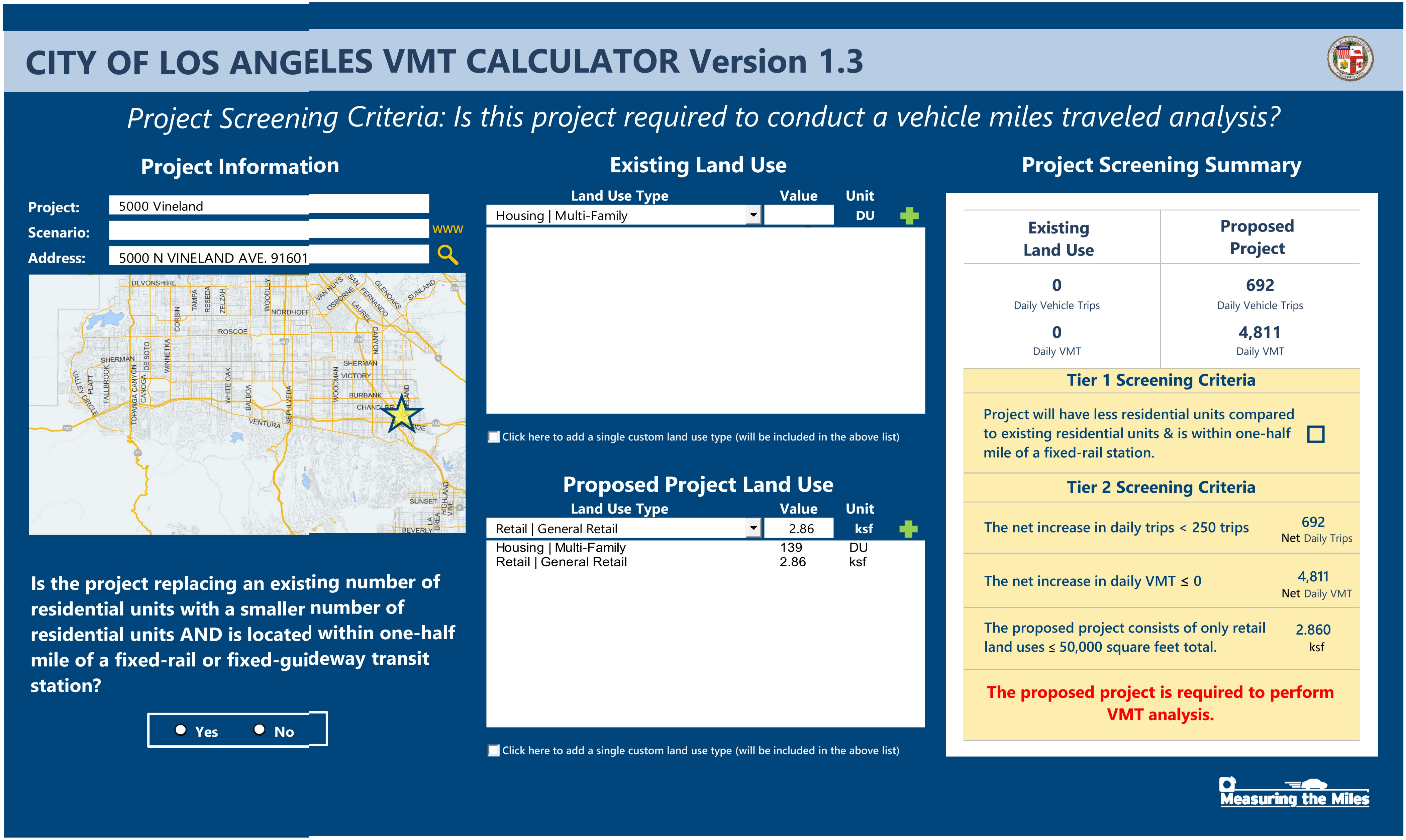
If you have any questions, please contact Durre Shamsi of my staff at (818) 374-4694.

Attachments

J:\Projects\SFV\52863-vin5000

c: Cairo Rodriguez, Council District 2
Corry Kitchens, LADCP Valley Planning
Steve Rostam, LADOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Brian Marchetti, KOA Corporation

Attachment A
City of LA VMT Calculation Result



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 5000 Vineland
Scenario:
Address: 5000 N VINELAND AVE, 91601

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	2.86	ksf
Housing | Multi-Family	139	DU
Retail | General Retail	2.86	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	**692** Daily Vehicle Trips
0 Daily VMT	**4,811** Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

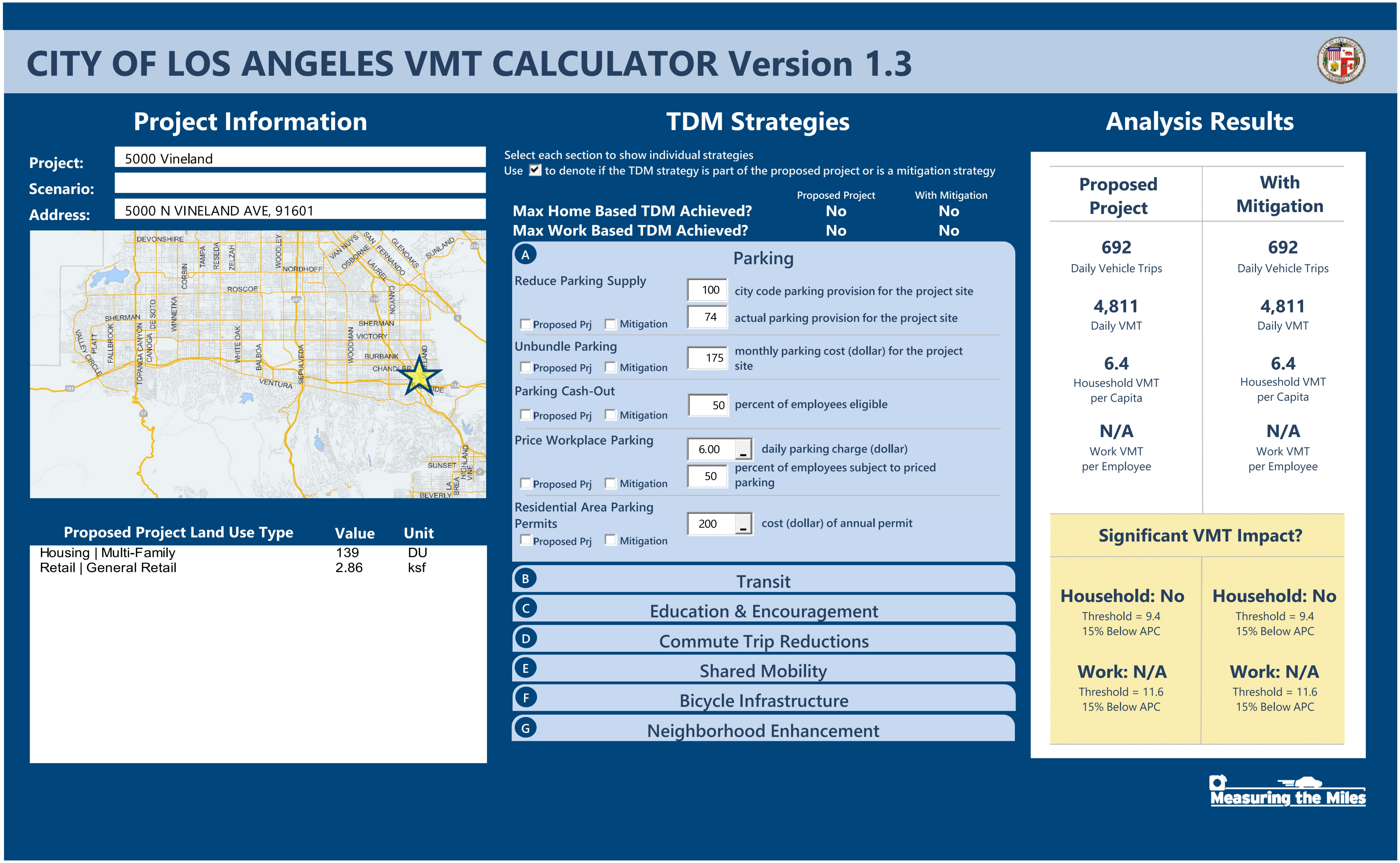
The net increase in daily trips < 250 trips	692 Net Daily Trips
The net increase in daily VMT ≤ 0	4,811 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.860 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

1/30/2023

Attachment A (cont'd)
City of LA VMT Calculation Result



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 5000 Vineland

Scenario:

Address: 5000 N VINELAND AVE, 91601

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	139	DU
Retail | General Retail	2.86	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply
100 city code parking provision for the project site
74 actual parking provision for the project site
☐ Proposed Prj ☐ Mitigation

Unbundle Parking
175 monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation

Parking Cash-Out
50 percent of employees eligible
☐ Proposed Prj ☐ Mitigation

Price Workplace Parking
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking
☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits
200 cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

	Proposed Project	With Mitigation
Daily Vehicle Trips	692	692
Daily VMT	4,811	4,811
Household VMT per Capita	6.4	6.4
Work VMT per Employee	N/A	N/A

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

1/30/2023

Attachment B
Summary of Delays & Level ofService

Existing Intersection Delay Performance

Study Intersections		Peak Hour	Existing Conditions (2022)		Existing with Project Conditions (2022)		Change in Delay
			Delay in Sec.	LOS	Delay in Sec.	LOS	
1	Lankershim Bl/ Magnolia Bl	AM	45.7	D	46.2	D	0.5
		PM	50.2	D	50.8	D	0.6
2	Vineland Ave/ Magnolia Bl	AM	34.5	C	34.6	C	0.1
		PM	39.2	D	39.4	D	0.2
3	Vineland Ave/ Hesby St*	AM	21.8	C	24.6	C	2.8
		PM	27.2	D	29.8	D	2.6
4	Vineland Ave/ Lankershim Bl/ Camarillo St	AM	112.8	**F**	113.0	**F**	0.2
		PM	251.8	**F**	251.6	**F**	-0.2

LOS = Level of Service; HCM delay shown in X.X format.

**One-Way Stop Controlled Intersection- Delay is based on higher approach delay*

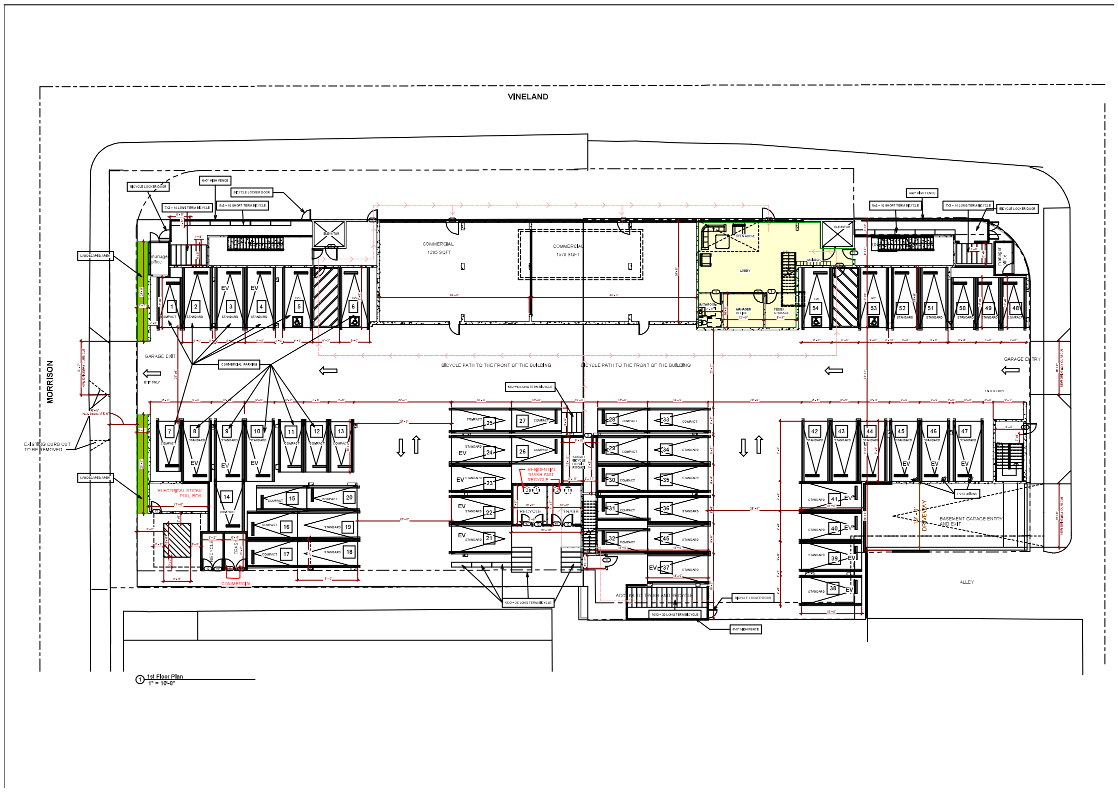
Future Intersection Delay Performance

Study Intersections		Peak Hour	Future (2024) Without Project		Future (2024) with Project		Change in Delay
			Delay in Sec.	LOS	Delay in Sec.	LOS	
1	Lankershim Bl/ Magnolia Bl	AM	96.9	**F**	97.4	**F**	0.5
		PM	84.7	**F**	85.4	**F**	0.7
2	Vineland Ave/ Magnolia Bl	AM	37.5	D	37.6	D	0.1
		PM	43.9	D	44.6	D	0.7
3	Vineland Ave/ Hesby St*	AM	22.3	C	25.2	D	2.9
		PM	28.0	D	30.8	D	2.8
4	Vineland Ave/ Lankershim Bl/ Camarillo St	AM	134.9	**F**	135.2	**F**	0.3
		PM	277.7	**F**	278.1	**F**	0.4

LOS = Level of Service; HCM delay shown in X.X format.

**One-Way Stop Controlled Intersection- Delay is based on higher approach delay*

Attachment C
Site Plan



TRAFFIC IMPACT STUDY

5000 Vineland Residential

Los Angeles

January 2023

Prepared For:

Mr. Alan Kleinman
NoHo Properties LLC
16060 Ventura Blvd. #300
Encino, CA 91436

V2b
JC11177

Prepared by:

KOA
1100 Corporate Center
Drive, Suite 201
Monterey Park, CA 91754
(323) 260-4703

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EXECUTIVE SUMMARY

This traffic study was prepared for NoHo Properties LLC by KOA Corporation for the proposed 5000 Vineland Avenue Residential Project (Project). The proposed Project site is located at 5000, 5006 Vineland Avenue and 10950 Hesby Street, in North Hollywood within the City of Los Angeles. The following summarizes the traffic study results, conclusions and recommendations:

- The traffic impact analysis methodology and data sources were defined by a Project Memorandum of Understanding (MOU), executed by the City of Los Angeles Department of Transportation (LADOT) on July 6, 2022.

- The proposed Project is a six story, 139 unit apartment complex with 2,855 square feet of ground floor retail and parking within two floors including subterranean parking. The planned project location is primarily surrounded by other multistory apartment complexes. The project driveways will include an outbound driveway on Morrison Street, and inbound driveway on Hesby Street, and an additional two-way driveway on Hesby Street for access to the lower parking level.

- The Project is anticipated to be completed and occupied within the year 2023.

- The Project would generate a net total of 708 daily net trips, including 52 vehicle trips during the weekday a.m. peak hour and 66 vehicle trips during the weekday p.m. peak hour.

- The Project will provide vehicle and bicycle parking per Los Angeles Municipal Code (LAMC) requirements.

- The Project is required to perform a vehicle miles traveled (VMT) analysis based on the screening criteria and results of the LADOT VMT Calculator. The VMT analysis has indicated that the Project would have a less than significant impact on VMT.

- The proposed Project would not significantly impact local traffic circulation and access, based on a review of study area mobility conditions per non-CEQA analysis requirements of the traffic study guidelines.

- As the adjacent segment of Vineland Avenue is on the High Injury Network identified in the City Vision Zero plan, the City has asked for an improvement to improve pedestrian and vehicular safety on Vineland Avenue along the project frontage. This would provide within the planned 15-foot dedication improvements that would make the eastern half-roadway profile to be consistent with the existing improvements to the north of Hesby Street.

1. INTRODUCTION

This analysis was executed in consultation with the assumptions, methodologies, and procedures outlined in the City of Los Angeles Department of Transportation (LADOT) *Transportation Assessment Guidelines* dated July 2020.

KOA Corporation executed a Memorandum of Understanding (MOU) with the City of Los Angeles, via LADOT Development Review staff, on July 6, 2021. Four intersections were defined as the study area, and the finalized MOU is provided in Appendix A.

1.1 PROJECT DESCRIPTION

The project site is located at 5000, 5006, Vineland Avenue and 10950 Hesby Street in the City of Los Angeles. The Project is a seven story, 139 unit apartment complex with two levels of parking including one level of subterranean parking and 2,855 square feet of ground floor retail. The planned project location is primarily surrounded by other multistory apartment complexes. The Project has set aside 22 percent of the residential units for very low income housing.

The project driveways will include an outbound driveway on Morrison Street, and inbound driveway on Hesby Street, and an additional two-way driveway on Hesby Street for access to the lower parking level.

Bike parking will also be provided per the Los Angeles Municipal Code (LAMC). The required number of off-street spaces is 178 and the Project will provide 130 spaces under the affordable housing density bonus incentive allowed by Code. The Project also provides bicycle parking spaces per the Municipal Code, 148 residential and one commercial space for long-term bicycle parking and 18 residential and one commercial space for short-term bicycle parking.

The Project is anticipated to be completed and operational within the year 2023. The proposed project site plan is provided in Figure 1.

1.2 PROJECT STUDY AREA

The Project site is located on in the NoHo Arts District neighborhood of Los Angeles. The project study area was defined in coordination with LADOT engineering staff through the preparation of a scoping agreement. The agreement was revised based on comments received and was resubmitted to the City. This document is provided in Appendix A of this report.

The study area includes three signalized study intersections and one unsignalized intersection. The list of intersections is listed in Table 1. The study locations are depicted in Figure 2.

Table 1 – Study Intersections

#	Intersection
1	Lankershim Blvd & W Magnolia Blvd
2	Vineland Ave & W Magnolia Blvd
3	Vineland Ave & Hesby St
4	Vineland Ave, Lankershim Blvd & Camarillo St

Figure 2 illustrates the study area and the locations of the study intersections.

FIGURE 1

5000 VINELAND RESIDENTIAL PROJECT

Project Site Plan

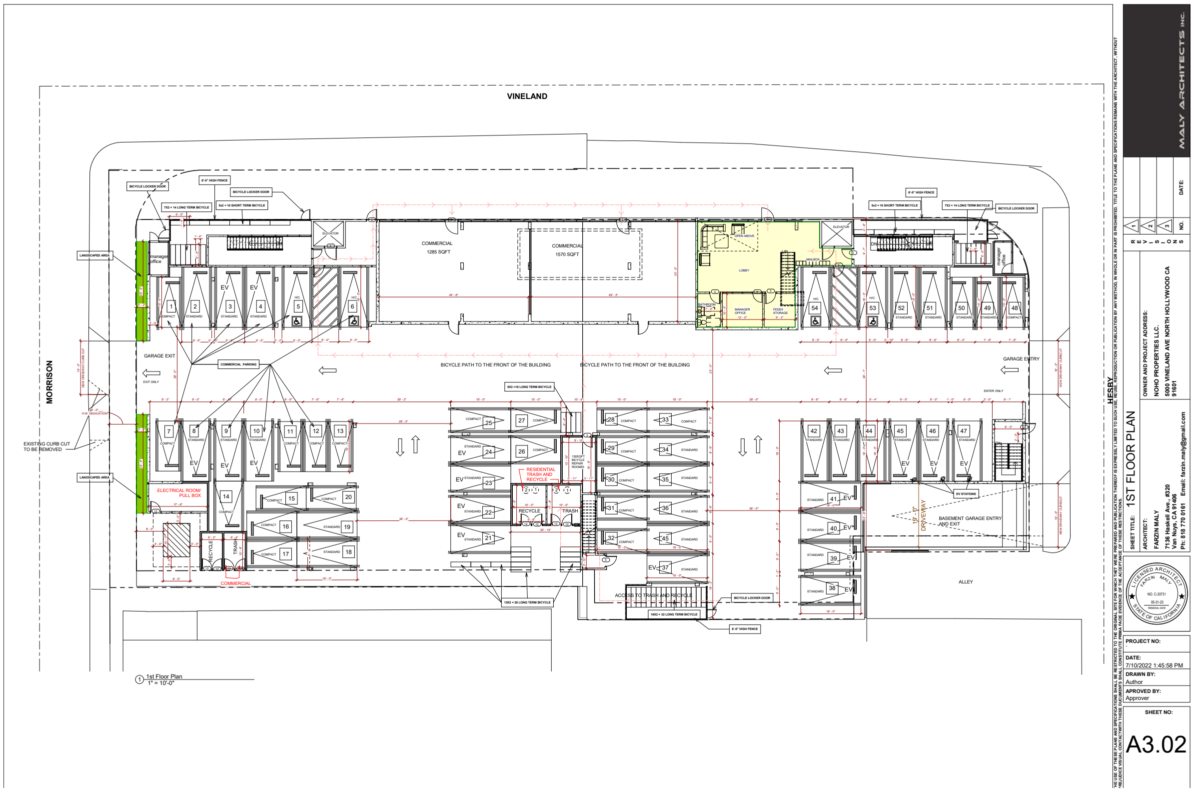
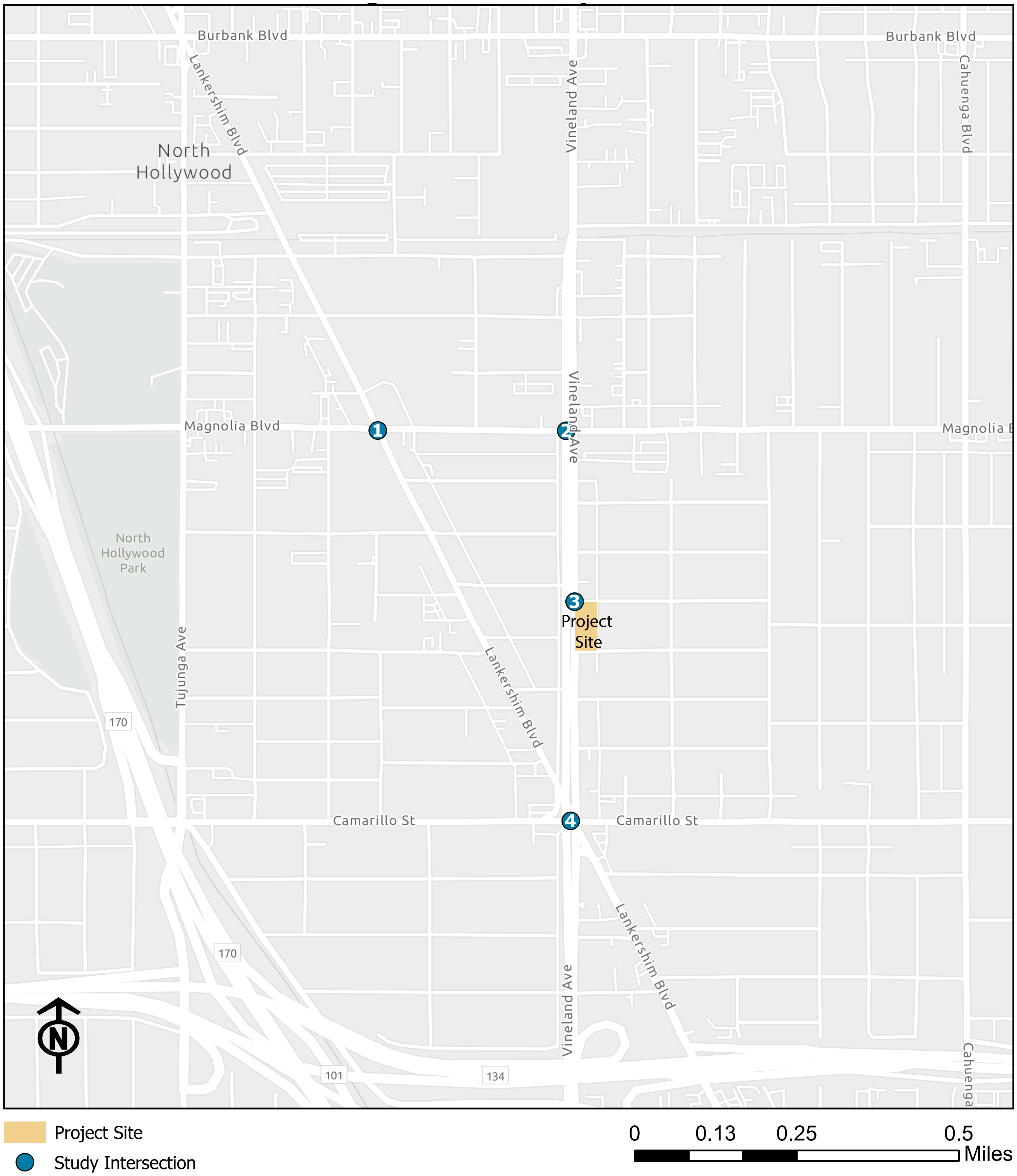


FIGURE
2

5000 VINELAND RESIDENTIAL PROJECT

Study Area Map



2. EXISTING ENVIRONMENT

This section describes the existing conditions within the study area regarding roadway facilities, transit service, and traffic operating conditions.

2.1 EXISTING ROADWAY SYSTEM

All of the roadway classifications are based on the Mobility Plan 2035 element from the City of Los Angeles General Plan. The key roadways within the study area are described here. The discussion is limited to specific roadways that traverse the study intersections and roadway segments and serve the Project site. Figure 3 illustrates the existing traffic controls and approach lane geometries at the study intersections.

Lankershim Boulevard is designated as a Boulevard II in the City's General Plan Circulation. It provides travel northwest and southeast on a diagonal trajectory in the North Hollywood neighborhood of Los Angeles. In the project vicinity, the roadway provides two lanes of travel in each direction. Metered parking is available on both sides of the street. A raised median is present between Hartsook Street and Otsego Street. The roadway has a speed limit of 35 MPH in the project vicinity.

Magnolia Boulevard is designated as an Avenue II in the City's General Plan Circulation. In the project area, it provides one lane of travel in the eastbound direction and two lanes of travel in the westbound direction. Metered parking is available on both sides of the street, although parklets providing outdoor seating for restaurants have replaced much of the parking on the south side of the street. The roadway has a speed limit of 35 MPH in the project vicinity.

Vineland Avenue is designated as a Boulevard II in the City's General Plan Circulation. The roadway provides two lanes of travel in each direction, and includes a raised median and bike lanes. Parking is permitted on both sides of the street. The speed limit along this roadway is 35 MPH.

Hesby Street is designated as a local street (Local Standard) in the City's General Plan Circulation. The roadway provides one lane of travel in each direction and parking is available on both sides of the street. The speed limit along this roadway is 25 MPH prima facie.

2.2 EXISTING TRANSIT SERVICE

The Project study area is served by public rail and bus transit lines operated by the Los Angeles County Metropolitan Transit Authority (Metro) as well as Flixbux and Greyhound lines which are privately owned and operated. Table 2 summarizes the Project study area transit services.

Table 2 – Existing Transit Service Summary

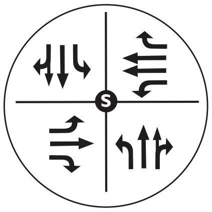
Agency	Line	From	To	Via	Peak-Hour Frequency
Metro	B (Red Line)	Union Station	North Hollywood	Lankershim Blvd	10 min
Metro	G (Orange Line)	Chatsworth	North Hollywood	Lankershim Blvd	7-10 min
Metro	94	Downtown	North Hollywood	Magnolia Blvd	15 min
Metro	155	North Hollywood	Burbank	Magnolia Blvd	1 hr
Metro	224	Studio City	Sylmar	Lankershim Blvd	15 min
Metro	501	Pasadena	North Hollywood	Lankershim Blvd	30 min
Flixbus	-	Var.	Var.	-	-
Greyhound	-	Var.	Var.	-	-

FIGURE 3

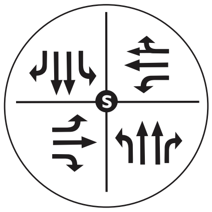
5000 VINELAND RESIDENTIAL PROJECT

Existing Lane Configurations

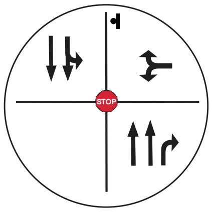
#1) Lankershim Boulevard & Magnolia Boulevard



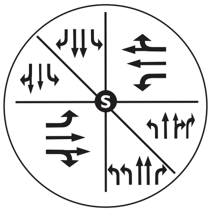
#2) Vineland Avenue & Magnolia Boulevard



#3) Vineland Avenue & Hesby Street



#4) Vineland Avenue & Lankershim Boulevard & Camarillo Street



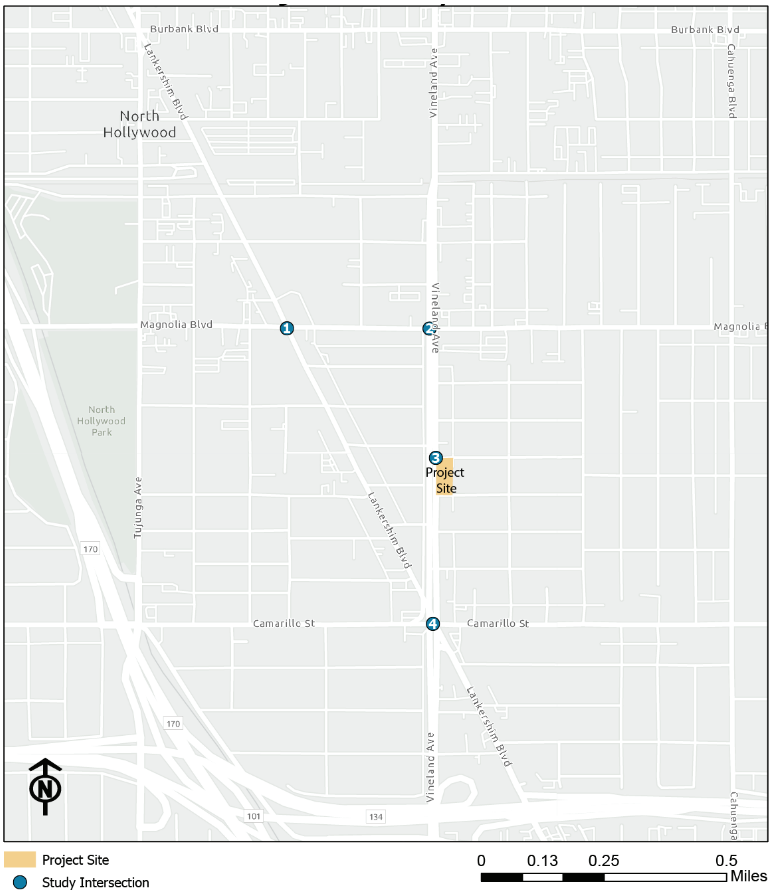
LANE CONFIGURATION

Ⓢ Signalized Intersection

🛑 Stop Controlled Intersection

✣ Intersection Lane Geometry

⊥ Stop Location



KOA

3. CEQA ANALYSIS OF TRANSPORTATION IMPACTS

Upon approval of Senate Bill 743 (SB 743), the State of California Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under the CEQA. As a result, automobile delay and level of service (LOS) that once served as indicators of performance are no longer metrics of performance for environmental and transportation impacts under the CEQA. Local impact standards for traffic circulation are discussed in the next and subsequent sections.

Under the guidelines, performance metrics promote the reduction of greenhouse gas emissions and the development of diverse multimodal networks of mobility. Therefore, OPR established that under the new guidelines for CEQA, VMT would be established as the primary indicator in evaluating environmental and transportation impacts.

The LADOT has updated the traffic guidelines to now include VMT as the CEQA impact metric for traffic studies. As part of the updated guidelines, LADOT identifies the following three standards as ways of determining project development impacts:

1. Conflicts with City plans, programs, ordinances, or policies
2. Causes substantial VMT
3. Substantially increases hazards due to a geometric design feature or incompatible use(s).

3.1 THRESHOLD T-1: CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

The City has adopted numerous plans that promote safety for all motorists, pedestrians, bicyclists, and transit riders. The City defines the following threshold in the evaluation of this:

> *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?*

In order to facilitate this, the guidelines define three screening criteria to determine which development projects are required to assess compliance with the City's plans, programs, ordinances, and policies. The following are the criteria:

1. Does the project require a discretionary action that requires the decision-maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?
2. Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
3. Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

The Project would require discretionary approvals by the Los Angeles Department of City Planning a Conditional Use Permit for a density bonus and a Site Plan Review.

The review of the applicable plans and policies includes the following:

- Mobility Plan 2035
- The Plan for A Healthy Los Angeles,
- Los Angeles Vision Zero Plan
- Citywide Design Guidelines

- Los Angeles Municipal Code (LAMC)
- Transit Oriented Communities (TOC) Program Guidelines
- Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)
- City Planning Department's Walkability Checklist

The proposed development aims to conform with the applicable plans, policies, and programs for improving the City transportation system. The Project does not directly conflict with a plan, policy or program supporting multimodal transportation or public safety. The Project would provide a 15-foot setback on the west side of the site along Vineland Avenue, as well as a defined sidewalk that would provide additional right-of-way to the City, and sidewalk widths would not be reduced.

This continues to provide a mobility benefit for the local neighborhood and will not negatively affect travel modes. Therefore, no further review of the compliance with the City plans, policies and ordinances is required.

3.2 THRESHOLD T-2.1: CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED

LADOT has updated its traffic study guidelines to ensure compliance with the City goal of reaching a 20 percent reduction in VMT by 2035 as outlined in the Mobility Plan 2035, as well as Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which considers whether or development project would result in a substantial increase in VMT.

The following criterion has been set to determine significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)(1)?*

In order to determine which development projects would conflict with CEQA guidelines as mentioned in section 15064.3, screening criteria are used to determine whether further analysis of a project land use is required. Both criteria must be met in order to require further analysis of a land use project VMT contribution:

1. Would generate a net increase of 250 or more daily vehicle trips.
2. Would generate a net increase in daily VMT.

As the above two screening criteria are met, further VMT analysis has been conducted.

Should further analysis be required beyond the initial screening, TAG promotes further analysis of VMT of a land use project by analyzing (1) Household VMT per capita and (2) work VMT per employee. Where the household VMT per capita is the home-based VMT produced by the residential component of a land-use project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a land use project divided by the number of employees within the development.

In order for proposed land use project to have less-than-significant VMT impacts, both criteria must be satisfied:

(1) The land use project's household VMT per capita must be at least 15 percent below the average Area Planning Commission (APC) household VMT per capita, and

(2) The land use project's work VMT per employee must be at least 15 percent below the average Area Planning Commission (APC) work VMT per employee.

Depending on the proposed project location, each of the corresponding Area Planning Commission (APC) thresholds determines the appropriate significance thresholds that are set 15 percent below the average household VMT per capita as well as 15 percent below average work VMT per employee. These thresholds are defined in Table 3.

Table 3 – Thresholds for VMT Impacts

LADOT Thresholds for Significant VMT Impacts		
Area Planning Commision	**Daily Household VMT per Capita**	**Daily Work VMT per Employee**
Central	**6**	**7.6**
East LA	**7.2**	**12.7**
Harbor	**9.2**	**12.3**
North Valley	**9.2**	**15**
South LA	**6**	**11.6**
South Valley	**9.4**	**11.6**
West LA	**7.4**	**11.1**

This Project only has a residential component, and so work VMT does not need to be evaluated. Based on the City of Los Angeles VMT Calculator Version 1.3, the Project would generate 645 daily vehicle trips and 4,458 daily Vehicle Miles Travelled (VMT). The existing land use has 0 daily vehicle trips and 0 daily VMT as it is currently a vacant lot. Therefore, the new project would add a net 645 daily trips and 4,458 VMT. Because the project has a net increase in daily trips over 250 trips, and has a net increase in daily VMT, it is required to perform a VMT analysis.

The project is located in the South Valley APC. In the APC, Household VMT per capita is 9.4. The project household VMT per capita is 6.4. The household VMT per capita is more than 15% below the average APC household VMT per capita. Therefore, the residential daily trips and daily VMT would be below the thresholds that would require further analysis of the Project VMT impacts.

Therefore, the Project will have a less than significant VMT impact. The VMT Calculator trip generation and VMT worksheets are provided in Appendix B.

3.3 THRESHOLD T-2.2: SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL

Transportation projects that contribute to increased vehicular capacity may contribute to inducing vehicular travel. The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(2) of the CEQA Guidelines, which gives the discretion to agencies to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. The TAG sets the following criteria for determining significant transportation impacts based on VMT for transportation projects:

> *For a transportation project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?*

Since the Project is not a transportation project, threshold T-2.2 does not apply.

3.4 THRESHOLD T-3: SUBSTANTIALLY INCREASING HAZARDS DUE TO GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE

In line with Vision Zero, potential impacts resulting from roadway modifications as part of a proposed development are carefully assessed per LADOT's Transportation Assessment Guidelines. Such impacts are determined on the basis of a proposed project's driveway location and resulting conflicts with vehicular, pedestrian, and bicycle traffic. The following threshold applies when making determinations of roadway hazards:

> *Would the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

In order to determine which development projects would result in impacts due to geometric design hazards or incompatible uses, TAG establishes two screening criteria to determine if further analysis of a project's land use is required. If either of the following criteria is present for a proposed development project, further analysis of the potential driveway is required.

1. The project proposed new driveways, or introduces new vehicular access to the property from the public right-of-way.
2. The project proposes to, or is required to, make modifications to the public right-of-way (e.g. street dedications, reconfigurations of curb line, etc.).

The project site currently has access primarily via Vineland Avenue, with an unused gated driveway located on Morrison Street and access via the north-south alleyway segment at the northeast corner of the site.

The existing Morrison Street driveway will be relocated slightly to the west. The Hesby street driveways will be new driveways, and existing site access via the alleyway and Vineland Avenue will be removed.

The existing project site serves as an auto-mechanic shop and lacks concrete sidewalks on Vineland Avenue. The site has a large area of asphalt that covers the sidewalk and serves as two large driveways. These driveways will not be a part of the proposed development and a sidewalk will be created instead. The moving of primary access points to the north and south project frontages, and the removal of access on Vineland Avenue, will improve access patterns and minimize conflicts between pedestrians and vehicles at the Vineland Avenue sidewalk. The northeastern proposed driveway will be adjacent to the existing alleyway adjacent to the site. This should not create regular vehicle conflicts, as the alleyway is a short segment and only serves a small apartment building on its east side.

The new project would not result in new geometric design hazards as a result of the proposed driveways.

Construction of the project would not create modifications to the public right-of-way that would result in hazardous or incompatible uses for pedestrians or drivers. Providing an improved sidewalk on Vineland Avenue will provide for a safer walking environment.

4. NON-CEQA TRANSPORTATION ANALYSIS

In addition to the analysis of CEQA-defined guidelines, LADOT requires the analysis of additional areas for proposed development projects. This section outlines the four areas required by the LADOT as well as the respective methodologies for each guideline.

4.1 PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT

Development projects must evaluate the potential impacts on pedestrian, bicycle, and transit facilities near the site. Such impacts can include the removal or degradation of existing facilities, or the increasing of demand on inadequate facilities. Three criteria must be met for further evaluation of the proposed development's impacts on pedestrian, bicycle, and transit networks:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
- The land use project would include the construction or addition of either of the following: 50 dwelling units or guest rooms or combination thereof, or 50,000 square feet of non-residential space.
- Would the project generate a net increase of 1,000 or more daily vehicle trips or is the project's frontage along an Avenue, Boulevard or Collector 250 linear feet or more, or is the project's building frontage encompassing an entire block along a roadway designated as an Avenue or Boulevard (in the City General Plan)?

The Project would require discretionary approvals by the Los Angeles Department of City Planning. The proposed land use would exceed the 50 dwelling unit threshold, with 139 apartment units. However, the project would generate 708 daily vehicle trips., which is below the threshold for trips. The frontage of the building along Vineland Avenue is approximately 260 feet, exceeding the frontage threshold. An evaluation of these areas of the guidelines is provided below.

As shown in Figure 4, there are several destinations including educational institutions, places of worship, senior living centers, general commercial, and residential within a ¼-mile (1,320 feet) of the Project site that may experience increased pedestrian activity. There are twelve bus stop locations within ¼ of the Project site for public transportation users as illustrated in Figure 5.

Access from the Project site to the destinations mentioned above is measured by closely screening existing pedestrian facilities. A summary of the results is discussed below:

- Adequate sidewalks are provided on both sides of Hartsook Street.
- The signalized intersection at Lankershim Boulevard & Magnolia Boulevard includes:
    - Curb access ramps are provided at all four corners
    - Two pedestrian crossing signals per corner
    - Continental crosswalks on all approaches
    - Pedestrian push-buttons are generally provided on all four corners
- The signalized intersection at Magnolia Boulevard & Vineland Avenue includes:
    - Curb access ramps are provided at all four corners
    - Two pedestrian crossing signals per corner
    - Continental crosswalks on all approaches
    - Pedestrian push-buttons are generally provided on all four corners
    - Bike lanes on Vineland Avenue
- The signalized intersection at Vineland Avenue, Lankershim Boulevard, & Camarillo Street includes:

  - Curb access ramps are provided at all four corners
  - Two pedestrian crossing signals per corner as well as on a refuge island on the south side
  - Continental crosswalks on all approaches
  - Pedestrian push-buttons are generally provided on all four corners

Overall, pedestrians, bicycle, and transit users have adequate access to nearby destinations from the Project site.

Project Impact to Pedestrian, Bicycle, and Transit Access

The potential project impacts to pedestrian, bicycle, and transit access as a result of the proposed Project is summarized in Table 4. Overall, the Project will not restrict access nor affect any of the pedestrian, bicycle, or transit facilities mentioned above.

Table 4 – Pedestrian, Bicycle, and Transit Access Assessment

#	GUIDING QUESTIONS	YES/NO
Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, such as:		
1	Removal or degradation of existing bikeways and/or supporting facilities (e.g., bike share stations, on-street bike racks/parking, bike corrals, etc.)	No
2	Removal or degradation of existing transit and/or local circulator facilities, including stop, bench, shelter, concrete pad, bus lane, or other amenities	No
3	Removal or other existing transportation system elements supporting sustainable mobility	No
4	Increase street crossing distance for pedestrians; increase in the number of travel/turning lanes; increase in turning radius or turning speeds	No
5	Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way	No
6	Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)	No
Would a project intensify use of existing pedestrian, bicycle, or transit facilities, such as:		
7	Increase in pedestrian or vehicle volume, thereby increasing the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.	No
8	Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)	No
9	Increase transit demand at bus stops that lack marked crossings, insufficient sidewalks, or isolated, unshaded, or unlit areas.	No

City of Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines. July 2020

FIGURE 4

5000 VINELAND RESIDENTIAL PROJECT

Pedestrian Destinations within 1/4 Mile of the Project Site

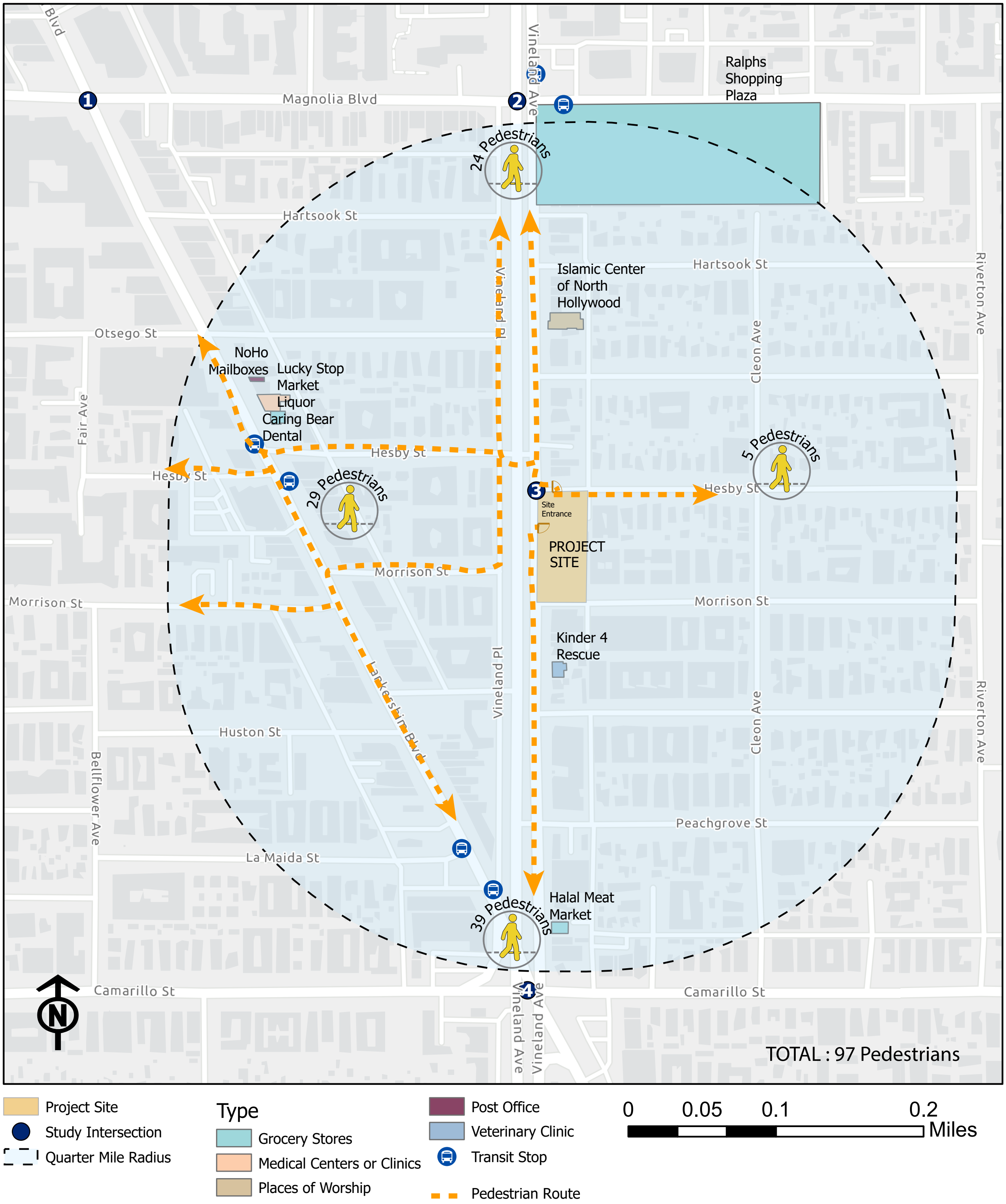
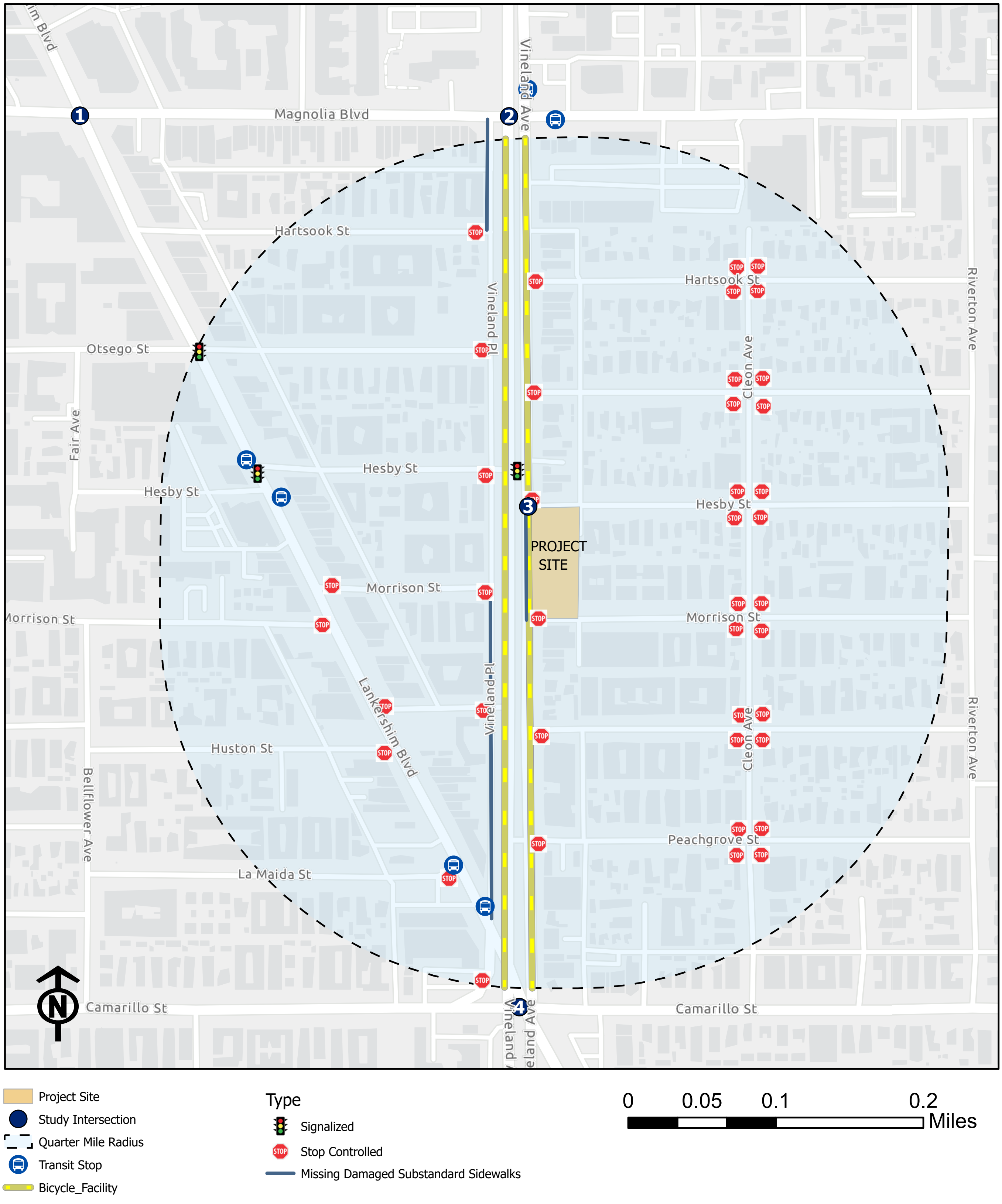


FIGURE 5

5000 VINELAND RESIDENTIAL PROJECT

Transit and Bicycle Facilities



KOA

4.2 TRAFFIC OPERATIONAL EVALUATION

In order to determine the negative effects of the Project on the operation of vehicular travel within the immediate Project vicinity, an evaluation was conducted to determine the Project's contribution to delay and queueing at intersections adjacent to the Project under existing and future conditions. For purposes of conservative traffic analysis, a Project completion year of 2023 has been assumed. In consultation with LADOT, the following site-adjacent and nearby study intersections were selected for the analysis Project access and circulation:

1. Lankershim Boulevard and Magnolia Boulevard
2. Vineland Avenue and Magnolia Boulevard
3. Vineland Ave & Hesby St *
4. Vineland Ave, Lankershim Blvd & Camarillo St

**Unsignalized Intersection*

This report presents the conclusions of the evaluation of CEQA and non-CEQA transportation impacts for the Project. As part of the operational analysis required by LADOT, traffic impacts associated with operations of the proposed Project were analyzed at the study intersections for the weekday a.m. and p.m. peak-hour periods.

The study included the analysis of the following traffic scenarios:

- Existing
- Existing with-Project
- Future without-Project
- Future with-Project

4.2.1 ANALYSIS METHODOLOGY

The updated TAG require development projects to evaluate potential safety, operational, and capacity constraints. Such constraints are usually affected by the configuration and placement of driveways, location of nearby bicycle and pedestrian facilities, and design of access points. The updated TAG has established the following two screening criteria, both of which must be met to necessitate further analysis of potential operational, safety, and capacity constraints:

1. The land use project involves a discretionary action that would be under review by the Department of City Planning.

2. The land use project would generate a net increase of 250 or more daily vehicle trips.

According to the trip generation calculations per the *ITE Trip Generation (11th Edition),* the proposed Project would generate a net increase of 637 vehicle trips, exceeding the 250 daily trip threshold, and it does require discretionary actions including a Conditional Use Permit and a Site Plan Review. Potential constraints are therefore discussed here.

Passenger Loading Evaluation

In light of the increasing popularity of driver-for-hire transportation network companies (TNCs), LADOT requires an evaluation of passenger loading areas for development projects. It is not anticipated based on the residential project size, the peak trip generation, and the expected typical proportion of trips by TNCs, that there would be any significant impacts from passenger loading at the project frontage.

4.2.2 OPERATIONAL EVALUATION

To determine the impact of the Project on the operation of vehicular travel within the immediate Project vicinity, KOA evaluated the Project contribution to delay and queuing at intersections adjacent to the Project under existing and future conditions.

KOA coordinated with City staff as the first step in the traffic analysis, in order to define the study area and other major details. The following text describes the study methodology for this report.

Traffic Volumes

At the four study intersections, historical vehicle turning movement counts were used at two of the study intersections, these include Vineland Avenue & Magnolia Boulevard as well as Lankershim Boulevard & Magnolia Boulevard. These historical counts were collected on September 1, 2021 from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM and were factored to reflect 2022 conditions with a growth rate of 1%. The other remaining two study intersections including Vineland Avenue and Hesby Street and Vineland Avenue, Lankershim Boulevard, and Camarillo Street used existing 2022 counts taken on March 10, 2022 from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM. The existing weekday AM and PM peak hour traffic turn movement volumes are illustrated in Figure 2.3.

The weekday AM and PM peak hour traffic volumes were selected as the highest consecutive four 15-minute count volumes from the morning and afternoon/evening count periods studied.

The traffic counts were used to determine existing traffic conditions. Fieldwork within the study area was undertaken to identify the condition of key study area roadways, including traffic control and approach lane configurations at each study intersection and on-street parking restrictions.

The traffic count data sheets are provided in Appendix C

Project Trip Generation and Distribution

Project trip generation was based on land use intensities and trip rates defined by *Trip Generation, 10th edition,* published by the Institute of Transportation Engineers (ITE).

Existing with-Project Conditions

The Existing with-Project conditions scenario was analyzed per the *Sunnyvale* and *Smart Rail* CEQA court case decisions that project impacts should be analyzed against existing conditions.

Future without-Project Conditions

In order to account for traffic growth in the study area, an ambient/background traffic growth rate was applied to the traffic counts. Traffic from related projects (approved and pending developments) was also added to the study area.

Future with-Project Conditions

Based on the future without-Project volumes plus traffic from the proposed Project, the future with-Project traffic volume conditions were determined and analyzed.

Level of Service Methodology

For analysis of Level of Service (LOS) at signalized and unsignalized intersections, LADOT has designated the Highway Capacity Manual (HCM) methodology as the desired tool. The HCM methodology determines intersection LOS based on operational delay. For signalized intersections, the operational delay corresponds to the overall delay for all movements at the intersection, whereas for two-way stop controlled intersections, the operational delay corresponds to the delay only for the stop-controlled movements.

Level of service values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway.

Table 5 defines the level of service criteria applied to the signalized and unsignalized study intersections.

Table 5 – Level of Service Criteria

	Signalized Intersection	Stop-Controlled Intersection	
Level of Service	Average Control Delay (seconds/vehicle)	Worst Approach Delay (seconds/vehicle)	General Description
A	≤ 10	≤ 10	Free flow
B	≥ 10-20	≥ 10-15	Stable flow (slight delays)
C	> 20-35	> 15-25	Stable flow (acceptable delays)
D	> 35-55	> 25-35	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 55-80	> 35-50	Unstable flow (intolerable delay)
F[1]	> 80	> 50	Forced flow (congested and queues fail to clear)

Source: Highway Capacity Manual 2010, Transportation Research Board, 2010.

4.2.3 PROJECT TRAFFIC

This section defines the traffic generated by the proposed Project in a three-step process, including trip generation, trip distribution, and trip assignment.

Project Trip Generation

The trip generation of the Project was calculated using rates defined by *Trip Generation (11th edition)*, published by the Institute of Transportation Engineers (ITE), and the City of Los Angeles. The Project is comprised of residential uses. Information was obtained for ITE Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) under the General Urban/Suburban setting as well as (LUC) 822 – Strip Retail Plaza for the Project's Ground Floor Retail.

The Project trip generation calculations are provided in Table 6. The Project would generate a net weekday daily total of 708 trips, including 52 vehicle trips during the a.m. peak hour and 66 vehicle trips during the weekday p.m. peak hour.

Table 6 – Project Trip Generation

ITE Code	Category	Land Use	Average Vehicle Trip Ends Basis	Daily	AM Peak Hour			PM Peak Hour		
				Rate	Rate	% In	% Out	Rate	% In	% Out
11th edition rates										
822	Retail	Strip Retail Plaza <40 KSF	KSF	54.45	2.36	60%	40%	6.59	50%	50%
221	Residential	Multifamily Housing (Mid-Rise)	Dwelling Units	4.54	0.37	23%	77%	0.39	61%	39%
		Multi-Family Housing	139	631	51	12	40	54	34	21
		Retail	2.855	155	7	4	3	19	9	9
		Transit Credit -10% (within 1/4-mile of bus stop) *	10%	(63)	(5)	(1)	(4)	(5)	(3)	(2)
				(16)	(1)	(0)	(0)	(2)	(1)	(1)
		Subtotal		**568**	**46**	**11**	**36**	**49**	**31**	**19**
				140	**6**	**4**	**2**	**17**	**8**	**8**
		Grand Total		**708**	**52**	**14**	**38**	**66**	**39**	**27**

Rates source: ITE Trip Generation, 11th Edition. Urban/Suburban category used for all rates.

** Nearby bus stops on Vineland Avenue are served by Metro Bus 224 with a service frequency of 15-20 mins during peak periods. Additional bus lines in the area within a aurter-mile distance of the project site including Metro Bus 94 operate with a service frequency of 15 minutes or less.*
Note: project land uses include 139 residential units, and 1,410 SF of retail, with three lots combined into one.
KSF = 1,000 square feet

Project Trip Distribution

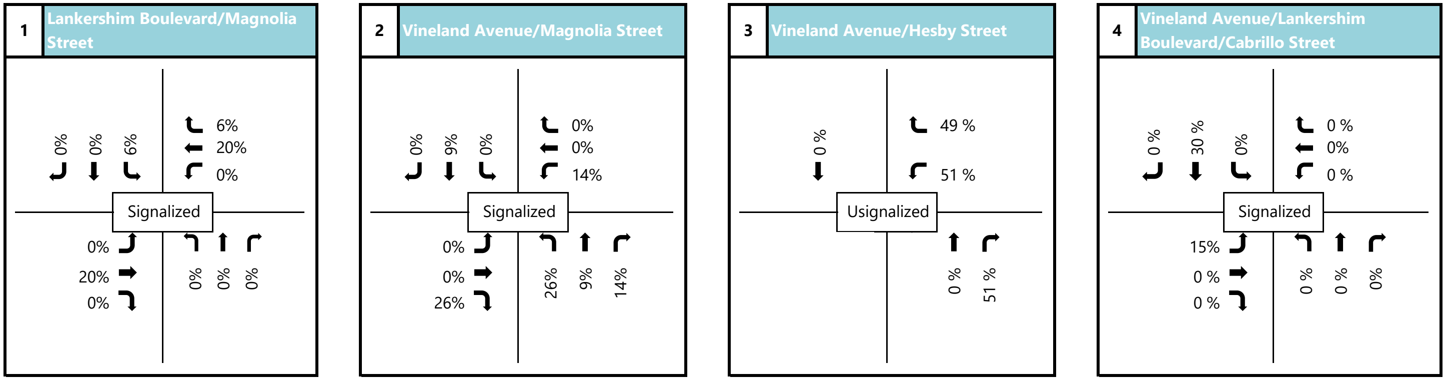
Trip distribution is the process of assigning the directions from which traffic will access the Project site. Trip distribution is dependent upon the land use characteristics of the Project, the local roadway network, and the general locations of other land uses to which Project trips would originate or terminate.

Figure 6 illustrates the trip distribution percentages that were utilized for the Project traffic.

Project Trip Assignment

Based on the trip generation and distribution assumptions described above, Project traffic was assigned to the roadway system. The peak hour Project trip assignment is illustrated on Figure 7.

Figure 6 - Project Trip Distribution



XX% Project Trip Distribution

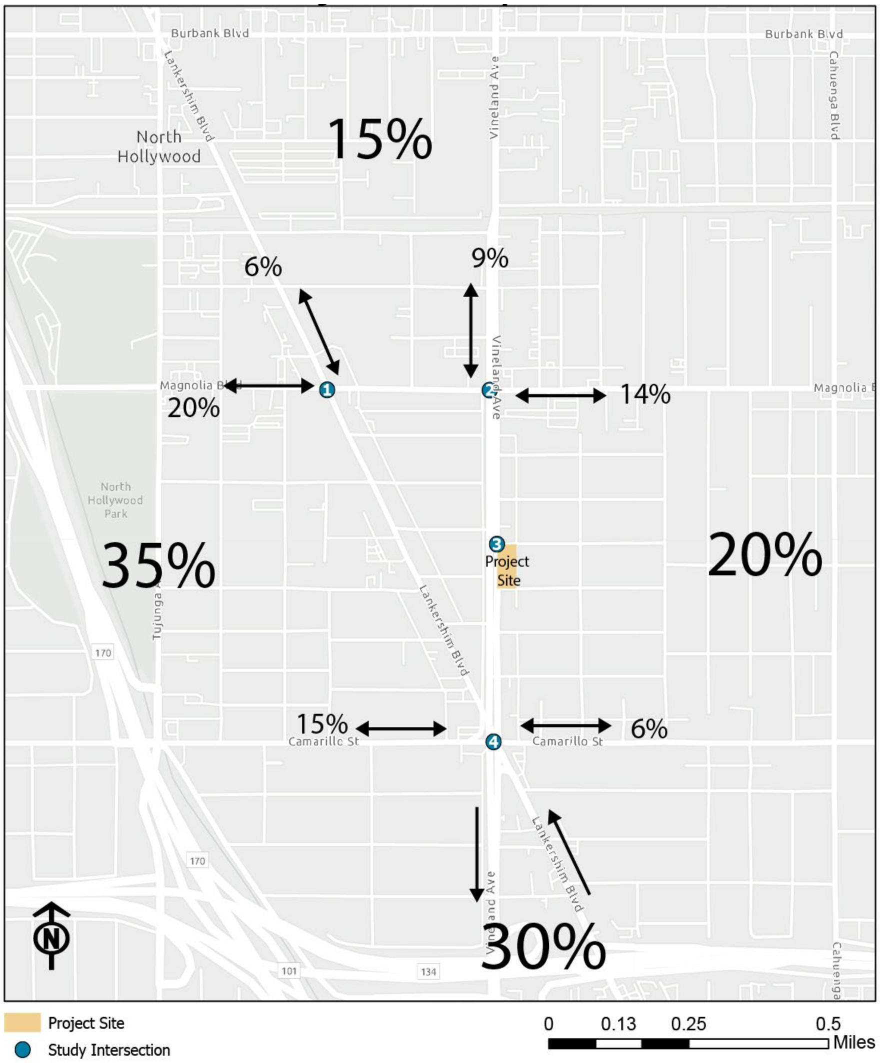
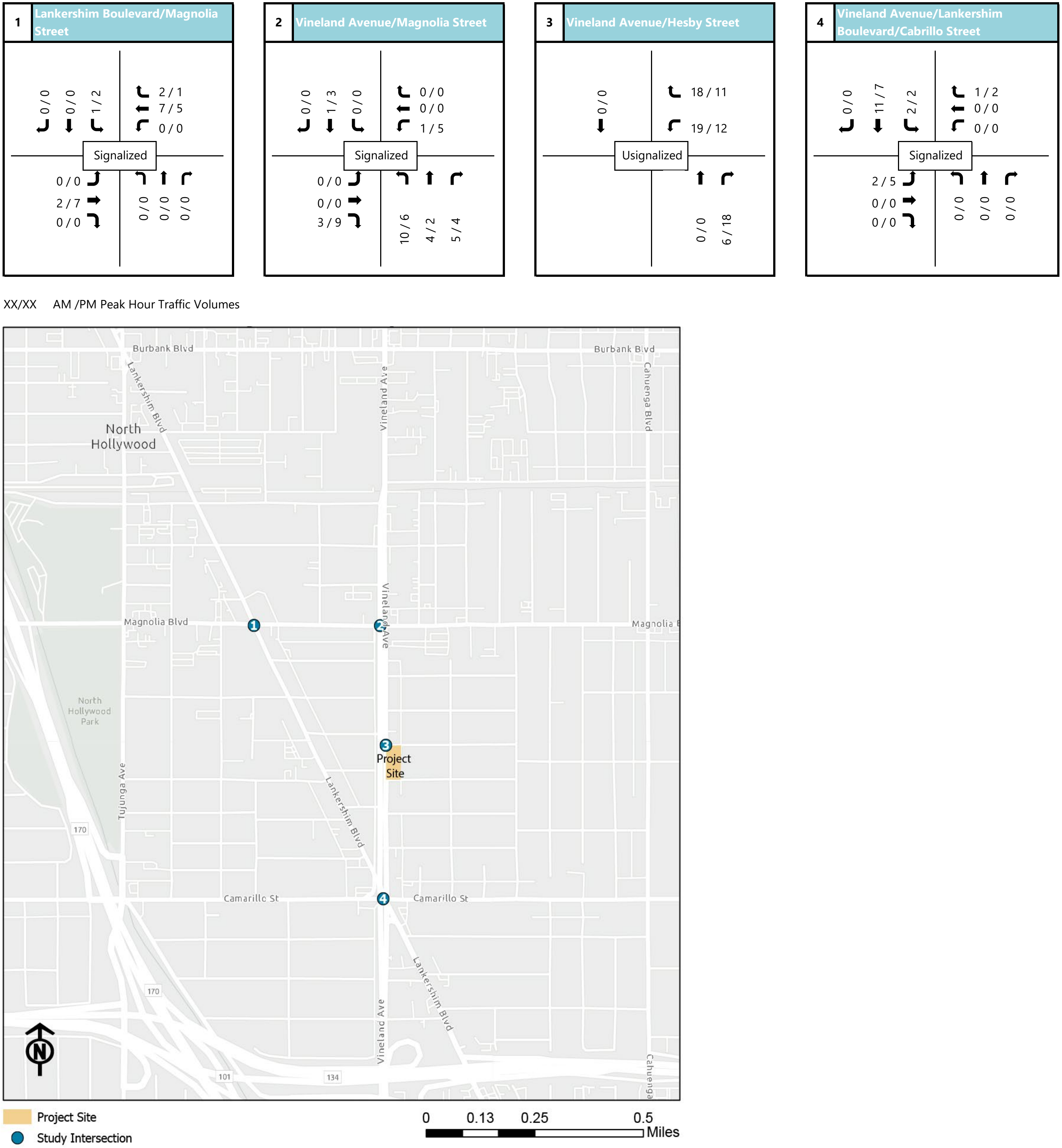


Figure 7 - Project Trip Assignment - AM/PM Peak Hour Traffic Volumes



4.2.4 EXISTING AND EXISTING WITH-PROJECT CONDITIONS

Based on the intersection lane configurations and the existing traffic volumes, average vehicle delay and corresponding levels of service (LOS) were determined for each of the study intersections during the weekday a.m. and p.m. peak hours for the existing conditions. The Existing with-Project traffic volumes were derived by adding Project trips to the existing traffic volumes.

Table 7 presents the results of the vehicle delay in seconds and LOS values at the study intersections for existing and existing with-Project conditions.

Table 7 – Existing Intersection Delay Performance

Study Intersections		Peak Hour	Existing Conditions (2022)		Existing with Project Conditions (2022)		Change in Delay
			Delay in Sec.	LOS	Delay in Sec.	LOS	
1	Lankershim Bl/ Magnolia Bl	AM	45.7	D	46.2	D	0.5
		PM	50.2	D	50.8	D	0.6
2	Vineland Ave/ Magnolia Bl	AM	34.5	C	34.6	C	0.1
		PM	39.2	D	39.4	D	0.2
3	Vineland Ave/ Hesby St*	AM	21.8	C	24.6	C	2.8
		PM	27.2	D	29.8	D	2.6
4	Vineland Ave/ Lankershim Bl/ Camarillo St	AM	112.8	**F**	113.0	**F**	0.2
		PM	251.8	**F**	251.6	**F**	-0.2

LOS = Level of Service; HCM delay shown in X.X format.

**One-Way Stop Controlled Intersection- Delay is based on higher approach delay*

As shown in Table 5, one of the four study intersections operates at LOS F during the weekday a.m. and p.m. peak hours. The remaining intersections operate at LOS D or better during the a.m. and p.m. peak hours. The following summarizes the results:

- Vineland Avenue and Lankershim Boulevard and Camarillo Street currently operates at LOS F during the a.m. and p.m. peak hour periods, and will continue to operate at LOS F during both peak hours of the Existing with-Project scenario.

The existing weekday a.m. peak-hour and p.m. peak-hour traffic turning movement volumes are illustrated in Figure 8. The existing traffic analysis scenario worksheets are provided in Appendix D. The Existing with-Project volumes at the study intersections for the weekday a.m. peak-hour and p.m. peak-hour traffic turning movement volumes are illustrated in Figure 9. The Existing with-Project traffic analysis worksheets for this scenario are provided in Appendix E.

Delay and Queuing

At Vineland Avenue and Lankershim Boulevard and Camarillo Street, the project will contribute to a very minor increase in delay of 0.2 seconds in the a.m. peak hour and -0.2 seconds in the p.m. peak hour. The 95th percentile queue during the a.m. peak hour would increase at the southbound through movement where queuing is the highest by 14.95 feet, less than one vehicle length. Queue increases for all other movements during the a.m. peak hour are also much less than one vehicle in length. During the p.m. peak hour, the increase in the queue length during the same southbound through movement is about half of the a.m. queue impact, 5.34 feet. Based on the roadway network and the configuration of access to nearby parcels, this is not anticipated to cause any significant negative circulation effects.

The remaining intersections would experience 2.8 seconds of delay at most as a result of the project. This is not enough to cause substantial traffic effects resulting from the Project.

Figure 8 - Existing AM/PM Peak Hour Traffic Volumes

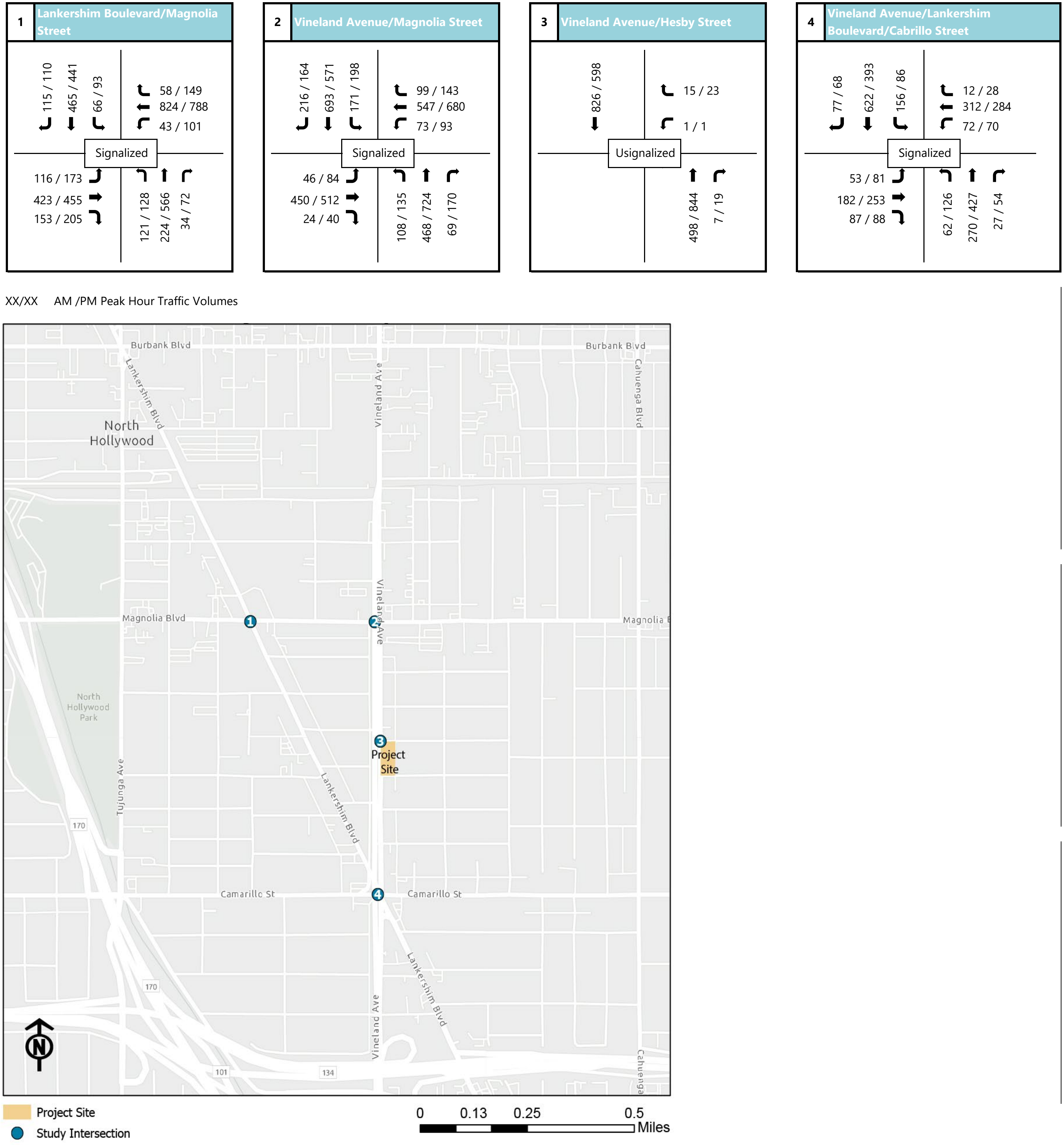
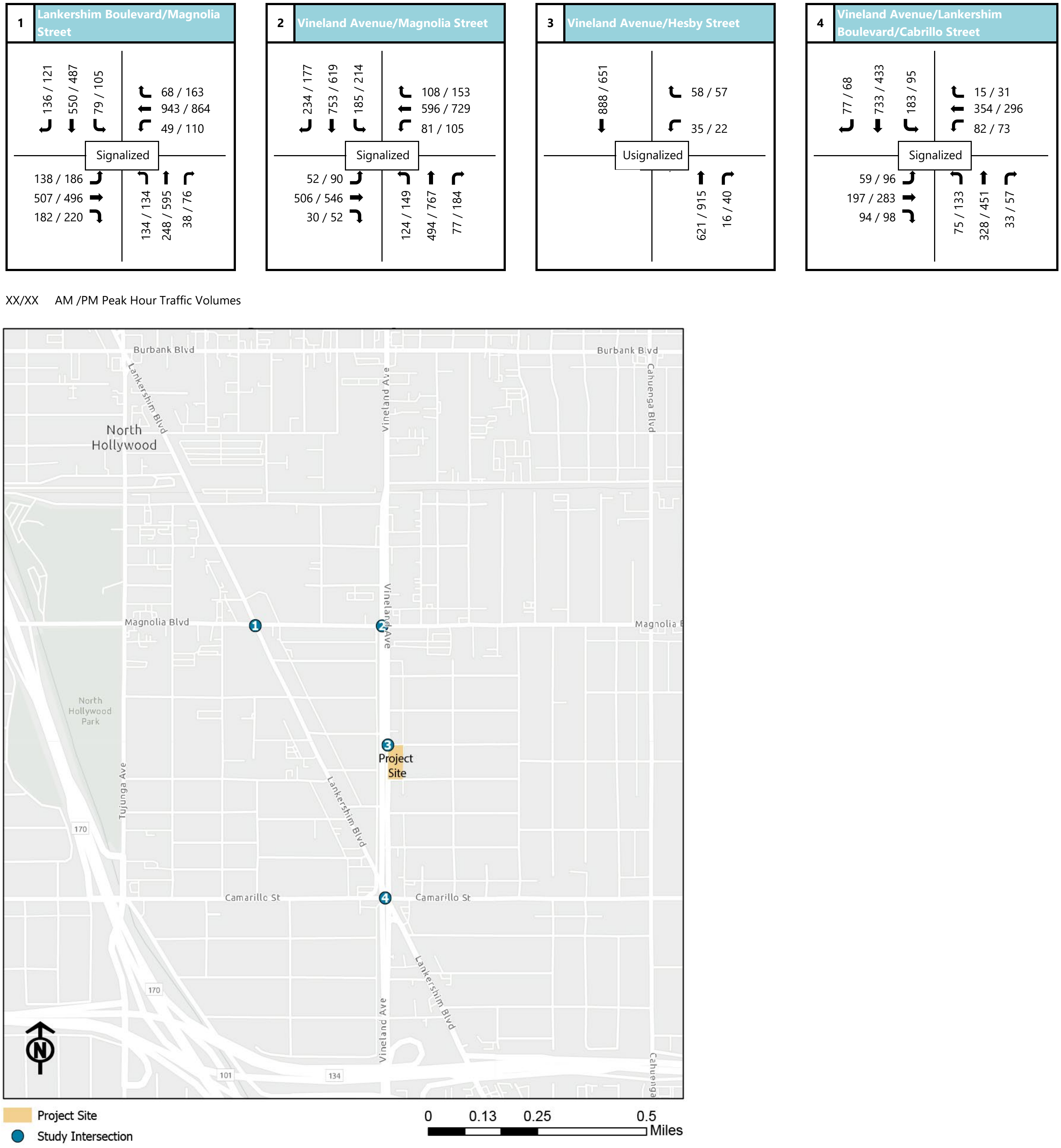


Figure 9- Existing With-Project - AM/PM Peak Hour Traffic Volumes



4.2.5 FUTURE WITHOUT- AND WITH-PROJECT CONDITIONS

This section provides an analysis of future traffic conditions in the study area with cumulative/area project trips and background growth added, but without Project traffic. The proposed Project is anticipated to be completed within the year 2023, and therefore this defined the future analysis year.

Ambient Growth

In order to acknowledge regional population and employment growth outside of the study area, an ambient/background traffic growth rate of one percent per year to the planned project opening year of 2023 was applied to the existing traffic counts.

Area Projects

Traffic from related/area projects (approved and pending developments) was also included in the analysis. A total of twelve related projects in the City of Los Angeles were identified for inclusion in the traffic impact analysis.

Table 8 provides the trip generation estimates for the related/area projects that were identified during coordination with the City, and the project locations are illustrated on Figure 10.

Table 8 – Area Projects Trip Generation Estimate

				DAILY	AM			PM		
ID	Project Title	Land Use	Address	TOTAL	TOTAL	IN	OUT	TOTAL	IN	OUT
Trips Based on Studies										
2	New HoHo Artwalk Project	Multfamily Housing+Office+Retail	11126 Chandler Bl	903	40	-27	67	63	61	2
3	Wesley School	School	4832 Tujunga Ave	244	82	45	37	28	13	15
4	The Weddington	Multifamily Housing	11120 W Chandler Bl	2082	157	38	119	175	114	61
5	144 unit Apartments	Multifamily Housing	11011 Otsego St	885	67	14	53	82	53	29
6	NOHO Milenium Mixed Use	Multifamily Housing+Office+Market	5107 Lankershim Bl	1606	109	9	100	173	122	51
7	Apartments or Condos	Multifamily Housing	11106 Hartsook St	361	27	0	0	34	0	0
8	Mixed-Use	Multifamily Housing + Retail	11311 Camarillo St	0	9	0	0	20	0	0
9	Mixed-Use	Multifamily Housing + Retail	10821 Magnolia Bl	527	36	4	16	53	16	9
10	Lankershim Hotel	Hotel +Restaurant	5041 N Lankershim Bl	1606	84	50	34	125	71	54
Trips Based on Rates										
11	Multifamily Housing	Multifamily Housing	11103 Hartsook	694	56	13	43	60	37	24
12	Multifamily Housing	Multifamily Housing	11029 W Hartsook	320	26	6	20	28	18	11
13	Raising Cane's	Fast Food Restaruant W/Drive Thru	4829 N Lankershim Bl	8415	803	410	393	595	309	285
	Total			**17642**	**1496**	**562**	**882**	**1436**	**814**	**541**

The area project trip assignment volumes for the peak hours are provided on Figure 11.

Analysis of Future Without and With Project Traffic

Future baseline traffic volumes for the Without Project condition were determined by applying ambient traffic growth and area project traffic volumes onto the existing traffic volumes. Under the Future with-Project scenario, the traffic volumes were derived by adding Project trips to the future baseline traffic volumes.

Table 9 provides the vehicle delay summary in seconds and LOS values at the study intersections of Future without-Project and Future with-Project conditions.

Table 9 – Future Intersection Delay Performance

Study Intersections		Peak Hour	Future (2024) Without Project		Future (2024) with Project		Change in Delay
			Delay in Sec.	LOS	Delay in Sec.	LOS	
1	Lankershim Bl/ Magnolia Bl	AM	96.9	**F**	97.4	**F**	0.5
		PM	84.7	**F**	85.4	**F**	0.7
2	Vineland Ave/ Magnolia Bl	AM	37.5	D	37.6	D	0.1
		PM	43.9	D	44.6	D	0.7
3	Vineland Ave/ Hesby St*	AM	22.3	C	25.2	D	2.9
		PM	28.0	D	30.8	D	2.8
4	Vineland Ave/ Lankershim Bl/ Camarillo St	AM	134.9	**F**	135.2	**F**	0.3
		PM	277.7	**F**	278.1	**F**	0.4

LOS = Level of Service; HCM delay shown in X.X format.

**One-Way Stop Controlled Intersection- Delay is based on higher approach delay*

As shown in Table 9, the study intersections will continue to operate similarly to the Existing with-Project conditions. Two of the four study intersections would operate at levels of service of D or better, with one intersection experiencing further LOS deterioration (Lankershim Boulevard & Magnolia Boulevard) in the future without-Project conditions. The following summarizes the results:

- Lankershim Boulevard and Magnolia Boulevard would operate at LOS F during both a.m. and p.m. peak hours in the future year and will continue to operate at LOS F in the future with-Project scenario during both a.m. and p.m. peak hours.
- Vineland Avenue, Lankershim Boulevard and Camarillo Street is expected to operate at LOS F during the a.m. and p.m. peak hours in the future year and will continue to operate at LOS F in the Future with-Project scenario during both peak hours.

The Future without-Project traffic volumes for the weekday a.m. and p.m. peak hours are illustrated on Figure 12. The Future without-Project traffic analysis worksheets for this scenario are provided in Appendix F.

The Future with-Project traffic volumes for the weekday a.m. and p.m. peak-hour volumes are illustrated on Figure 13. The analysis worksheets for this scenario are provided in Appendix G.

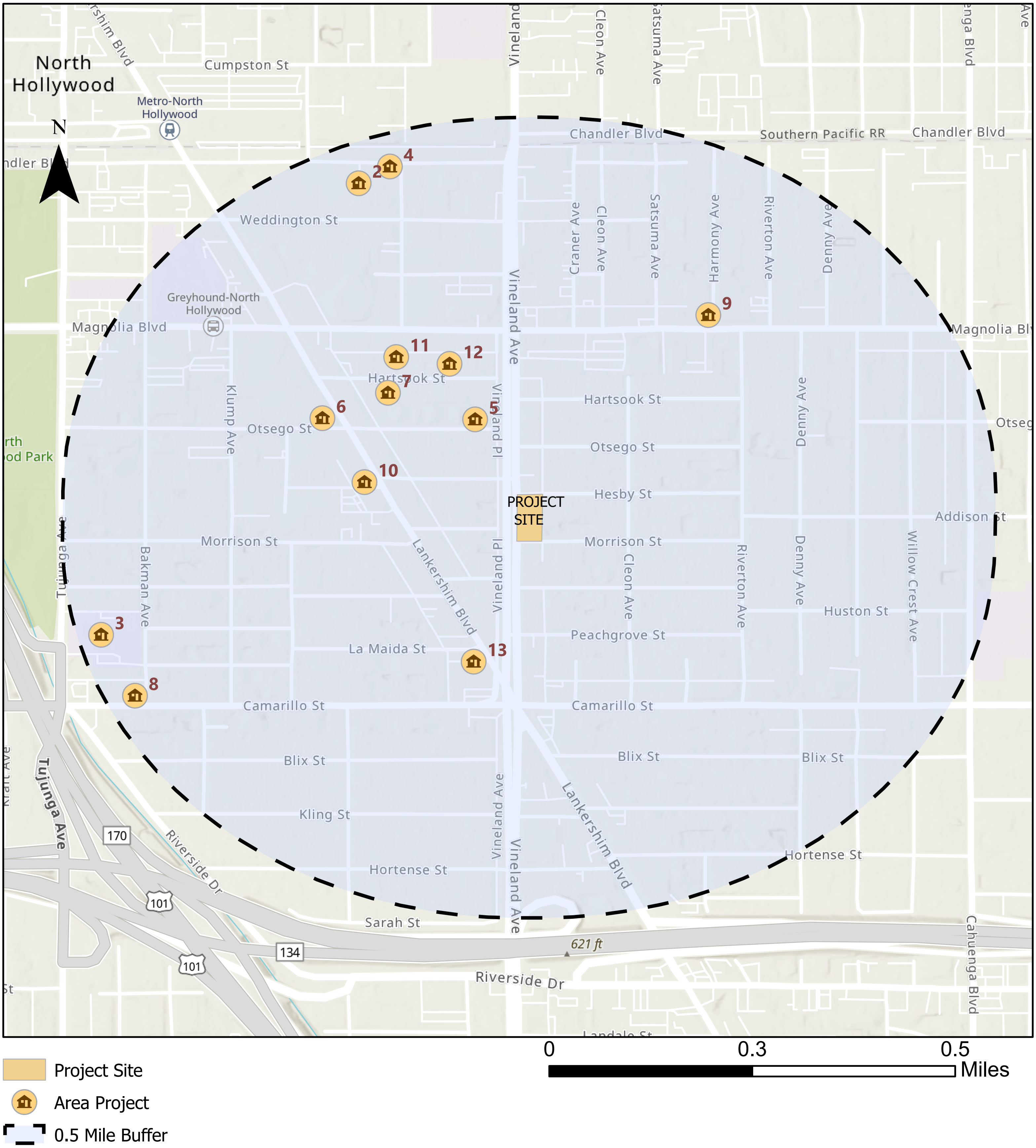


Figure 10 - Locations of Area Projects

Figure 11 - Area Project Trip Assignment - AM/PM Peak Hour

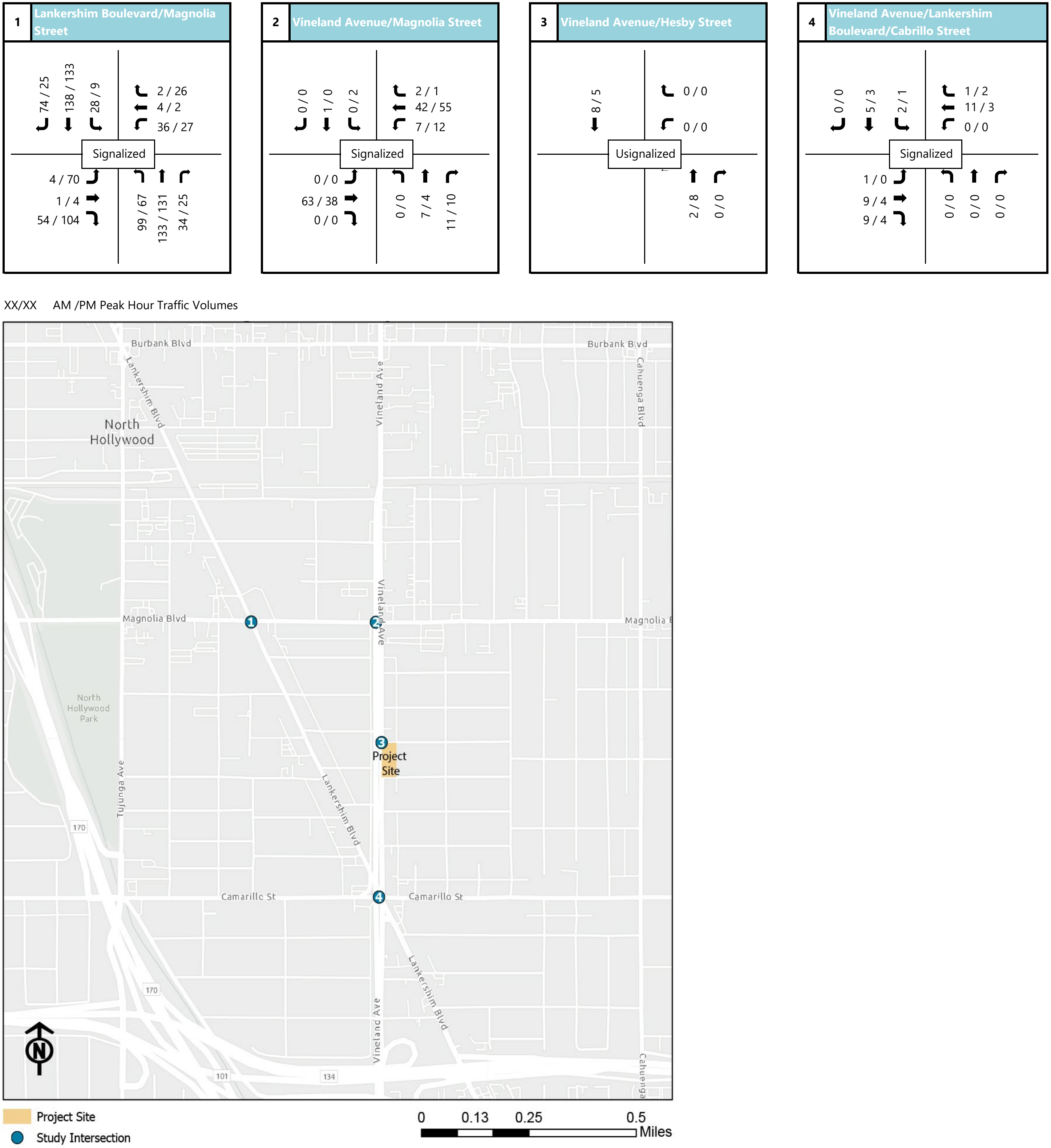


Figure 12 - Future Without Project - AM/PM Peak Hour Traffic Volumes

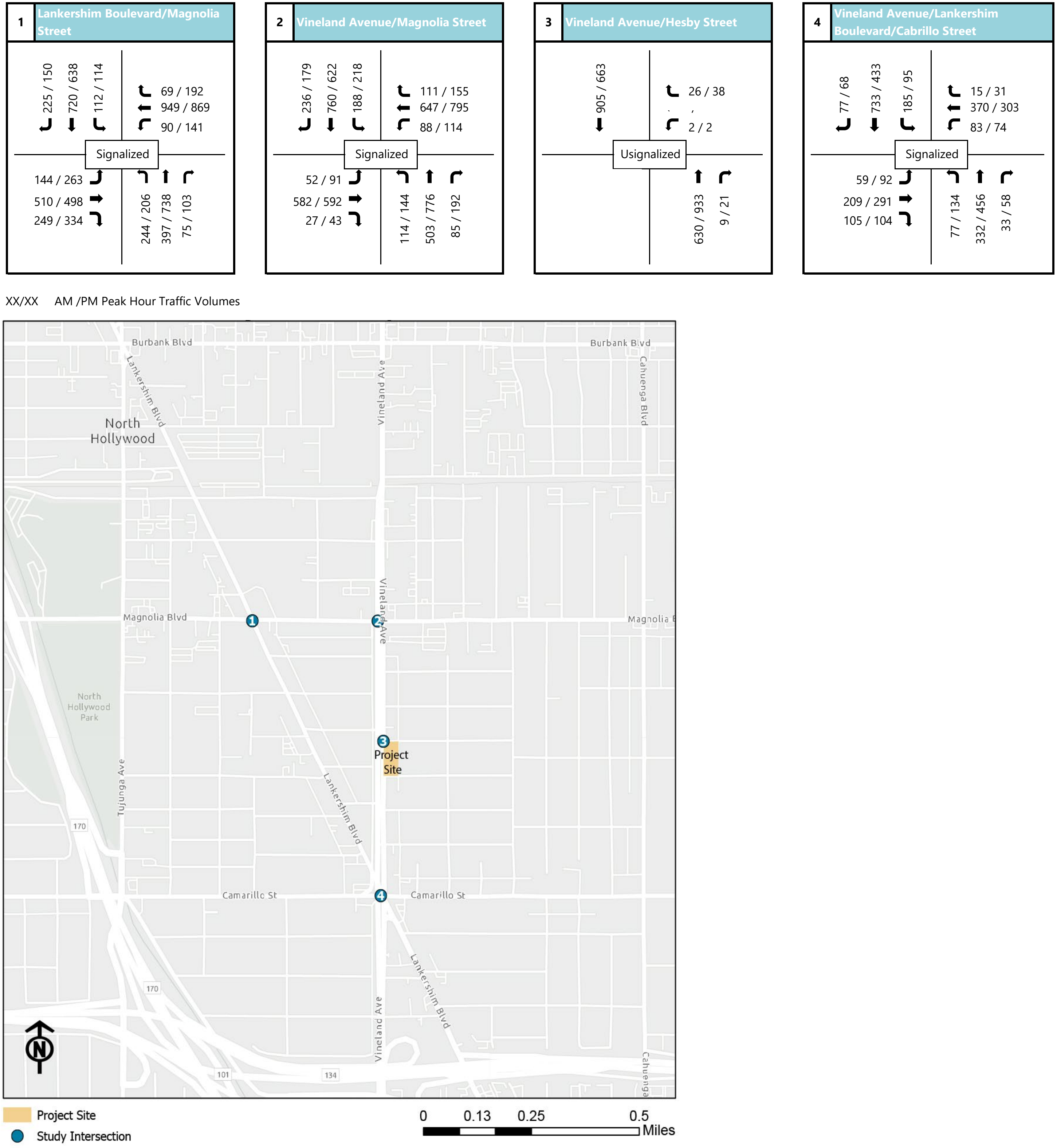
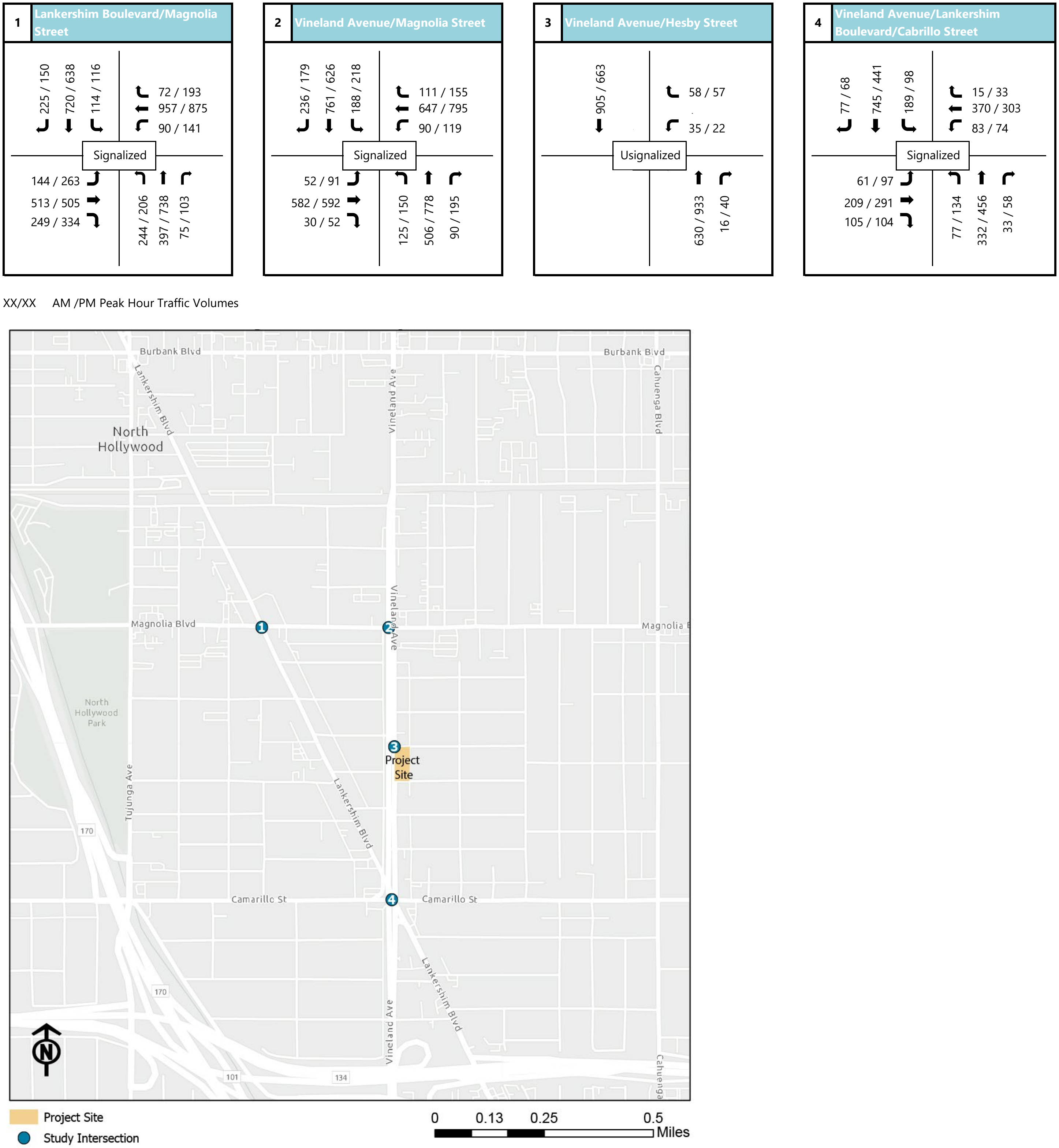


Figure 13 – Future With-Project - AM/PM Peak Hour Traffic Volumes



Delay and Queuing

The level of service output provided in the appendices includes queuing information by approach calculated by the Highway Capacity Manual method. Locations where striped turn pockets are provided at study intersections was analyzed.

At the Lankershim Blvd./Magnolia Blvd. intersection, operations would be at LOS F in the AM and PM peak hour periods, with or without the project. When considering queuing at all of the approaches, queuing value increases due to the project would be much lower than one vehicle on average, the Project will contribute to a very minor increase in delay of 0.5 seconds in the a.m. peak hour and 0.7 seconds in the p.m. peak hour.

At Vineland Avenue, Lankershim Boulevard and Camarillo Street, operations would be at LOS F in the AM and PM peak hour periods, with or without the project. Queuing value increases due to the project would be 10 to 16 feet at the most affected movements, which is approximately one-half of one vehicle or less. The Project will contribute to a very minor increase in delay of 0.3 seconds in the a.m. peak hour and 0.4 seconds in the p.m. peak hour.

At the Lankershim Blvd./Magnolia Blvd. intersection, operations would be at LOS F in the AM and PM peak hour periods, with or without the project. When considering queuing at all of the approaches, queuing value increases due to the project would be much lower than one vehicle on average.

Table 10 provides 95th percentile queuing values in feet for future scenarios at the study intersection dedicated turning lanes. The City standards for substantial traffic effects, based on incremental queuing changes that would be caused by a project, are as follows:

- LOS D – A 75 feet queuing increase from a project is substantial effect
- LOS E/F – A 50 feet queuing increase is substantial effect

The queuing changes associated with the project would not cause changes traffic operations or cause blockages at nearby driveways. All of the identified queuing increases due to project traffic would be nominal to operations, as all of the estimated increases are less than one vehicle and are therefore minor circulation impacts. None of the project-related queue increases would be more than 50 feet. The project would not cause substantial queuing effects based on the application of these standards, and improvements to the intersection turn pockets or signal timing are not recommended.

Table 10 – Future Turning Movement Queuing

Movement		No. Lanes	Peak Hour Volume		95% Queueu (ft.)		Storage (ft.)	Adequate Storage?
			AM	PM	AM	PM		
1) Magnolia Boulevard and Lankershim Boulevard								
NBL	Future Without Project	1	244	206	1003.2	638.68	230'	No
	Future With Project	1	244	206	1003.21	638.67		
	Difference	-	0	0	0	0		
SBL	Future Without Project	1	112	116	187.66	191.66	95'	No
	Future With Project	1	114	116	191.66	195.4		
	Difference	-	2	0	4	4		
EBL	Future Without Project	1	144	263	254.01	727.23	165'	No
	Future With Project	1	144	263	254.01	727.23		
	Difference	-	0	0	0	0		
WBL	Future Without Project	1	90	141	219.73	452.06	80'	No
	Future With Project	1	90	141	222.91	462.26		
	Difference	-	0	0	3.18	10.2		
EBR	Future Without Project	1	249	334	214.73	290.71	120'	No
	Future With Project	1	249	334	214.73	290.71		
	Difference	-	0	0	0	0		
WBR	Future Without Project	1	69	192	70.7	213.6	230'	Yes
	Future With Project	1	72	193	73.96	214.66		
	Difference	-	3	1	3	1		
2) Magnolia Boulevard and Vineland Avenue								
NBL	Future Without Project	1	114	144	126.24	171.64	135'	No
	Future With Project	1	125	150	141.81	182.05		
	Difference	-	11	6	16	10		
SBL	Future Without Project	1	188	218	126.24	171.64	185'	No
	Future With Project	1	188	218	141.81	182.05		
	Difference	-	0	0	16	10		
EBL	Future Without Project	1	52	91	52.73	248.37	80'	No
	Future With Project	1	52	91	52.73	270.71		
	Difference	-	0	0	0	22		
WBL	Future Without Project	1	88	114	145.52	126.31	190'	Yes
	Future With Project	1	90	119	151.37	126.32		
	Difference	-	2	5	6	0		
EBR	Future Without Project	1	27	43	16.5	26.61	160'	Yes
	Future With Project	1	30	52	18.37	32.41		
	Difference	-	3	9	2	6		
4) Vineland Avenue and Lankershim Boulevard and Camarillo Street								
NBL	Future Without Project	1	93	197	206.55	414.62	150'	No
	Future With Project	1	93	197	206.55	414.62		
	Difference	-	0	0	0	0		
NBL2	Future Without Project	1	52	189	206.42	918.61	145'	No
	Future With Project	1	52	189	206.42	918.61		
	Difference	-	0	0	0	0		
EBL	Future Without Project	1	59	92	139.21	238.89	165'	No
	Future With Project	1	61	97	144.66	254.62		
	Difference	-	2	5	5	16		
WBL	Future Without Project	1	83	74	182.79	176.09	175'	No
	Future With Project	1	83	74	182.79	176.08		
	Difference	-	0	0	0	0		
SBL	Future Without Project	1	199	115	379.93	219.57	355'	No
	Future With Project	1	203	118	389.55	225.15		
	Difference	-	4	3	10	6		
SBR	Future Without Project	1	77	68	130.2	114.11	100'	No
	Future With Project	1	77	68	130.2	114.11		
	Difference	-	0	0	0	0		
SBL2	Future Without Project	1	116	94	433.76	423.67	145'	No
	Future With Project	1	116	94	436.19	423.67		
	Difference	-	0	0	2	0		
SBR2	Future Without Project	1	291	287	1038.82	677.04	200'	No
	Future With Project	1	291	287	1038.82	677.04		
	Difference	-	0	0	0	0		

4.3 PROJECT CONSTRUCTION

The TAG requires an evaluation of potential negative effects on pedestrian, bicycle, transit, and vehicle circulation resulting from the construction activities of development projects. In order to assist in determining whether further analysis of the project construction is required, the TAG establishes seven screening criteria to identify development projects that may reduce the functionality of nearby transportation facilities. Further analysis of construction activities is required if any of the following screening criteria are met:

1) The development project requires construction activities to take place within the right-of-way of a Boulevard or Avenue, which would necessitate temporary, lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street).
2) The development project requires construction activities to take place within the right-of-way of a Collector or Local Street, which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and overnight closures if on a residential street).
3) In-street construction activities would result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to existing land use for more than one day (including day and evening hours and overnight closures if access is lost to residential uses).
4) In-street construction activities would result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours.
5) In-street construction activities would result in the temporary loss of an existing bus stop or the rerouting of a bus route that serves the development project site for more than one day.
6) Construction activities would result in the temporary removal and/or loss of on-street metered parking for more than 30 days.
7) The development project would involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area.

Most construction activities for the Project are anticipated to be contained within the Project site. Therefore, further construction analysis is not required.

4.4 LOCAL ROADWAYS VOLUME EFFECTS ANALYSIS

The TAG seeks to identify whether cut-through traffic resulting from a development project would considerably increase average daily traffic (ADT) along Local Streets near the development project. Cut-through trips result from the traffic diverting from congested arterial streets to roadways with residential use frontage that are designated as Local Streets. The TAG establishes preliminary screening criteria to identify development projects that may contribute a significant amount of cut-through traffic to nearby residential streets. Further analysis may be required if both of the following screening criteria are met:

1) The development project would generate a net increase of 250 or more daily vehicle trips.
2) The development project includes a discretionary action that would be under review by the Department of City Planning.

The Project would generate 708 daily net trips. The Project also requires review by the Department of City Planning.

Therefore, an assessment of the roadways in the vicinity of the Project area is potentially necessary to determine whether Project traffic is likely to be shifted from the arterial roadways to local residential streets. The following three conditions must be present when selecting residential street segments for analysis:

- The development project is located along a currently congested Boulevard or Avenue and adds trips that may lead to trip diversion to parallel routes along Local Streets.
- The development project is projected to add a substantial amount of traffic to the congested Boulevard(s), Avenue(s), or Collector(s) that could potentially cause a shift to alternative route(s).
- Nearby local residential street(s) provide motorists with a viable alternative route.

The project access and generated trips on Hesby Street and other area roadways would not significantly change traffic operations in the area where new cut-through travel routes would be advantageous to drivers. Therefore, additional analysis of cut-through traffic is not required. The project would not add significant queuing delays to the nearby Vineland Avenue, nor would there be any local streets that provide parallel site access to Vineland Avenue.

5. MITIGATION MEASURES

Project transportation impacts were analyzed for CEQA and non-CEQA related issues in this transportation assessment report. As indicated in the analyses, the Project is not expected to conflict with City plans, programs, ordinances, or policies.

The residential daily trips and daily VMT would be below the thresholds that would require further analysis of the Project VMT impacts.

Under the non-CEQA transportation analysis, the Project is not expected to affect existing pedestrian, bicycle, or transit facilities negatively, or to cause any significant negative circulation effects to vehicles.

The City Vision Zero program requires improvements from project developers when nearby roadways are on the High Injury Network (HIN) and the City has identified improvements that should be implemented by a project. These improvements on Vineland Avenue will be funded by the project & will be included as a condition of approval.

The City has asked for an improvement to improve pedestrian and vehicular safety on Vineland Avenue along the project frontage, to provide within the planned 15-foot dedication improvements that would make the eastern half-roadway profile to be consistent with the existing improvements to the north of Hesby Street. The project dedication will therefore be used to widen the roadway and incorporate the existing buffered bike lane, with an added on-street parking area.

APPENDIX A
Memorandum of Understanding with LADOT

Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 5000 Vineland Residential TIS

Project Address: 5000, 5006 Vineland Avenue and 10950 Hesby Street, Los Angeles, CA 91601

Project Description: 139-Unit Multifamily Residential and 1,410 SF Ground Floor Retail

LADOT Project Case Number: ____________ Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

☐	Reduced Parking Supply[2]	☐	Bicycle Parking and Amenities	☐	Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 ____________ 4 ____________
2 ____________ 5 ____________
3 ____________ 6 ____________

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other 11th Edition

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Existing Active or Previous Land Use	☐	☐
Internal Trip	☐	☒
Pass-By Trip	☐	☒
Transportation Demand Management (See above)	☐	☐

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☐ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	12	37	49
PM Trips	35	23	57

NET Daily Vehicle Trips (DVT)
637 DVT (ITE 11th ed.)
645 DVT (VMT Calculator ver. 1.3)

---

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☐ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 Lankershim Bl & Magnolia Bl
2 Vineland Ave & Magnolia Bl
3 Vineland Ave & Hesby St
4 Vineland Ave, Lankershim Bl & Camarillo St
5 ____
6 ____

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☒ Yes ☐ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☑	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☑	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☑	☐	☐
*Project trip distribution percentages at each study intersection	☑	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☑	☐	☐
Pedestrian access points and any pedestrian paths	☑	☐	☐
Pedestrian loading zones	☐	☐	☑
Delivery loading zone or area	☐	☐	☑
Bicycle parking onsite	☑	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☑

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☒ **YES** ☐ **NO**

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Brian Marchetti, AICP	Alan Kleinman, NoHo Properties LLC
Address:	1100 Corporate Center Drive Ste. 201, Monterey Park, CA 91754	16060 Ventura Blvd #300 Encino, CA 91436
Phone Number:	(323) 859-3129	
E-Mail:	bmarchetti@kaocorp.com	

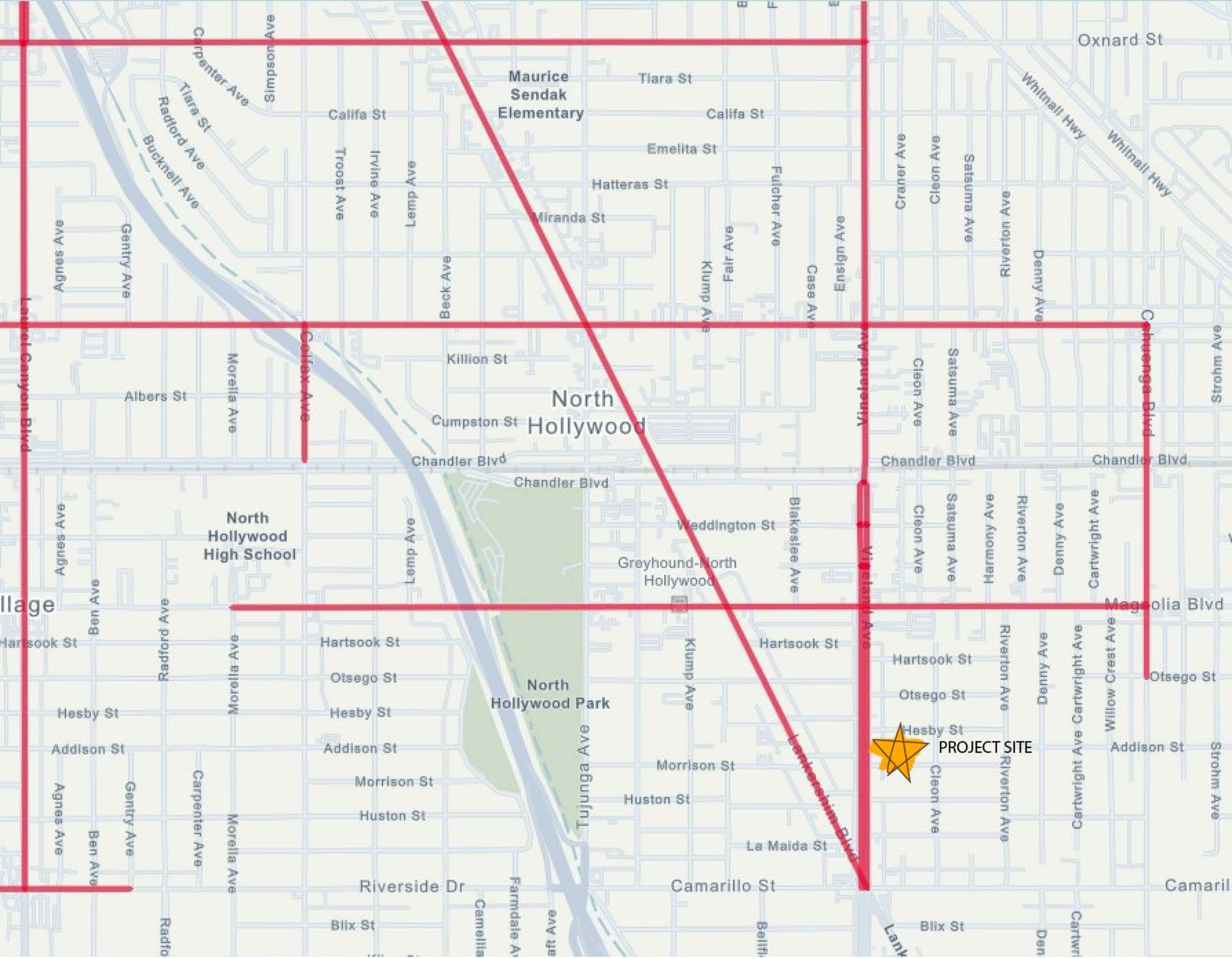
Approved by: x Brian Marchetti ______________ x ______________ 07/06/2022

Consultant's Representative — Date — LADOT Representative — **Date

Adjacent Municipality: ______________ Approved by: ______________ ______________

(if applicable) — Representative — Date

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



HIGH INJURY NETWORK

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

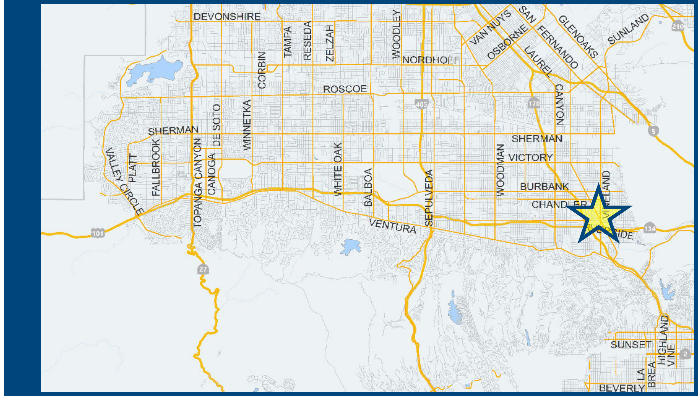
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 5000 Vineland

Scenario:

Address: 5000 N VINELAND AVE, 91601



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.41	ksf
Housing | Multi-Family	139	DU
Retail | General Retail	1.41	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	**645** Daily Vehicle Trips
0 Daily VMT	**4,458** Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	645 Net Daily Trips
The net increase in daily VMT ≤ 0	4,458 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.410 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

3/7/2022

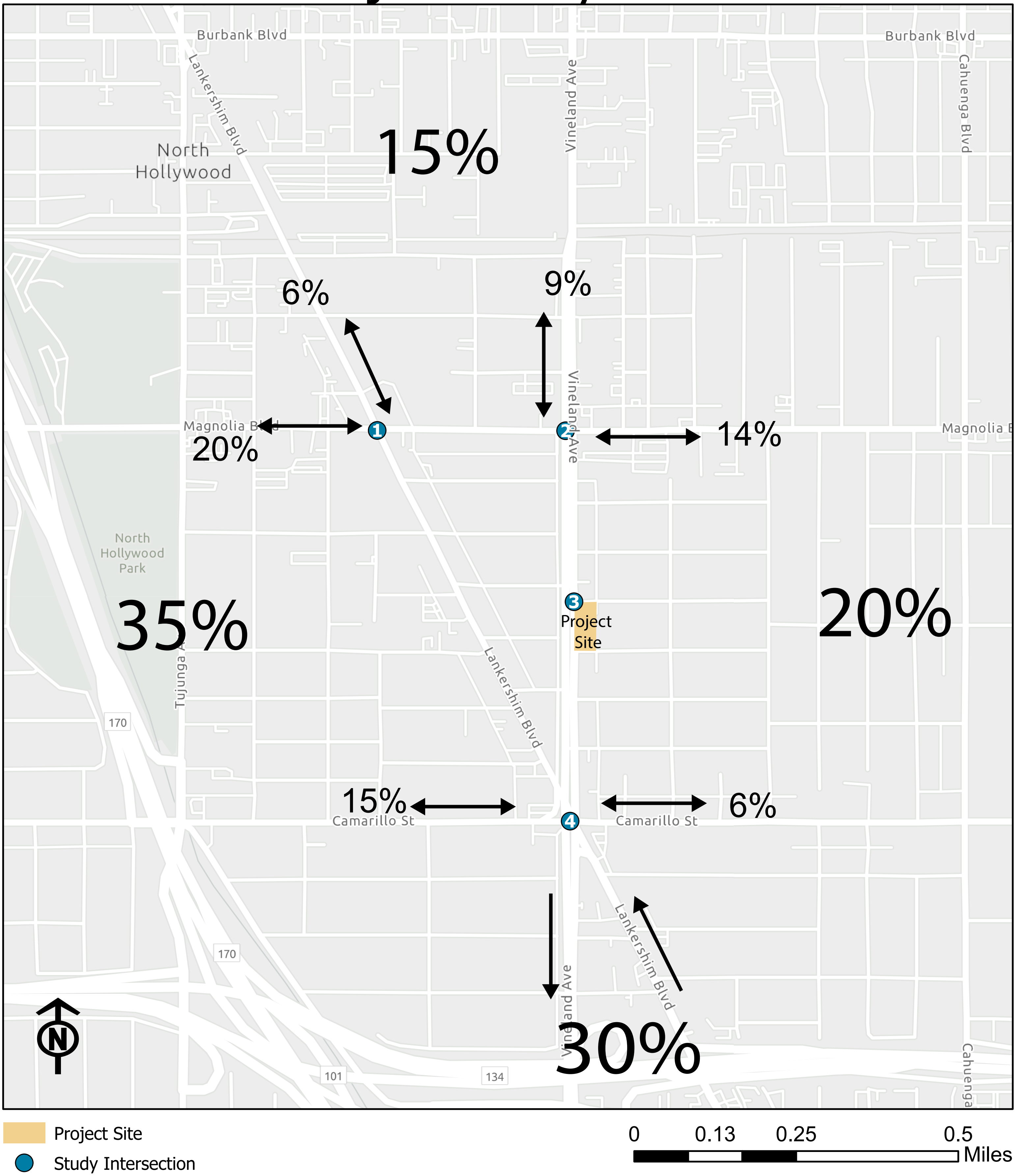
						Daily	AM Peak Hour			PM Peak Hour		
ITE Code	**Category**	**Land Use**	**Area Type (Urban/Suburban or High-Density)**	**Trip Type (Vehicles or Persons)**	**Average Vehicle Trip Ends Basis**	**Rate**	**Rate**	**% In**	**% Out**	**Rate**	**% In**	**% Out**
11th edition rates												
822	Retail	Strip Retail Plaza <40 KSF	Urban/Suburban	Vehicles	KSF	54.45	2.36	60%	40%	6.59	50%	50%
221	Residential	Multifamily Housing (Mid-Rise)	Urban/Suburban	Vehicles	Dwelling Units	4.54	0.37	23%	77%	0.39	61%	39%
		Multi-Family Housing			139	631	51	12	40	54	34	21
		Retail			1.410	77	3	2	1	9	5	5
		Transit Credit -10% (within 1/4-mile of bus stop) *			10%	(63)	(5)	(1)	(4)	(5)	(3)	(2)
						(8)	(0)	(0)	(0)	(1)	(0)	(0)
		Subtotal				**568**	**46**	**11**	**36**	**49**	**31**	**19**
						69	**3**	**2**	**1**	**8**	**4**	**4**
		Grand Total				**637**	**49**	**12**	**37**	**57**	**35**	**23**

** Nearby bus stops on Vineland Avenue are served by Metro Bus 224 with a service frequency of 15-20 mins during peak periods. Additional bus lines in the area within a aurter-mile distance of the project site including Metro Bus 94 operate with a service frequency of 15 minutes or less.*

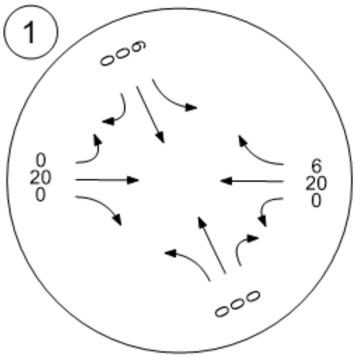
Note: project land uses include 139 residential units, and 1,410 SF of retail, with three lots combined into one.

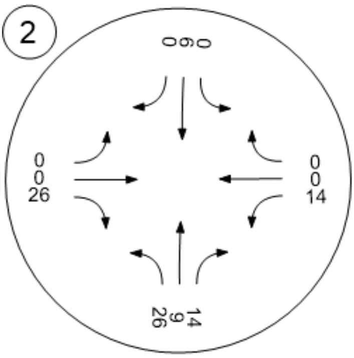
KSF = 1,000 square feet

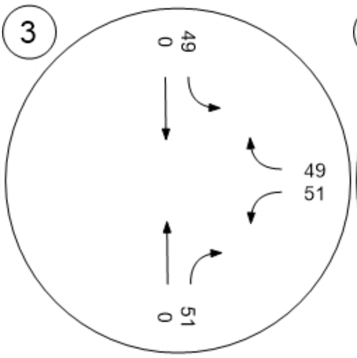
Project Study Area

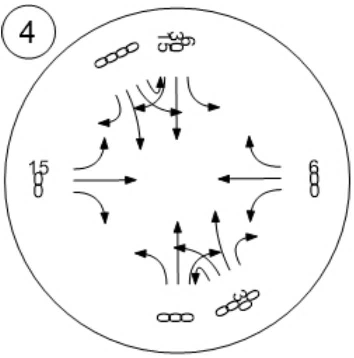


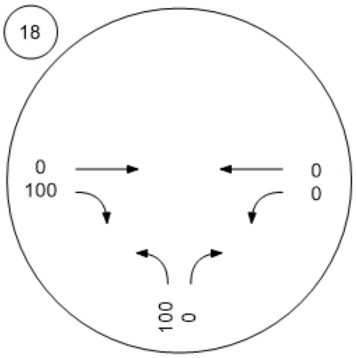
Traffic Volume - Trip Distribution





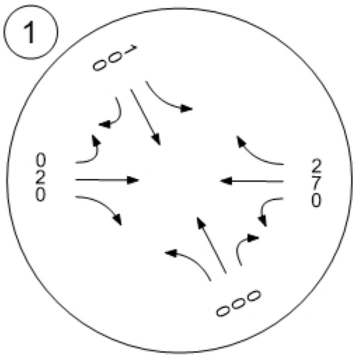




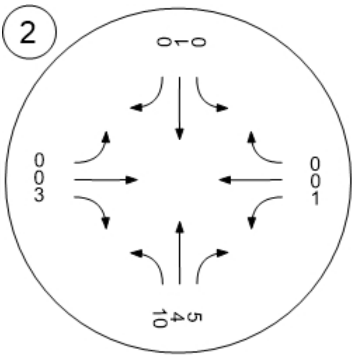


Traffic Volume - Net New Site Trips

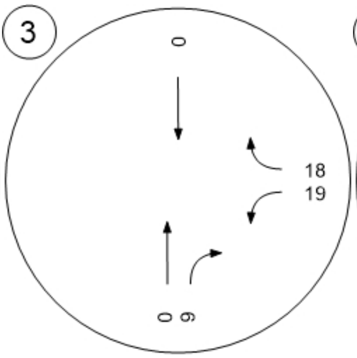
Lankershim Bl/Magnolia Bl



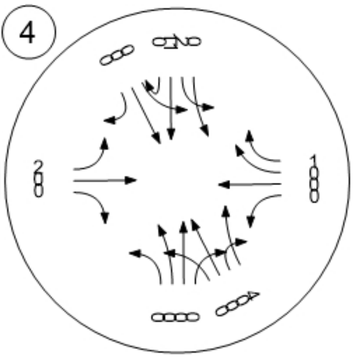
Vineland Av/Magnolia Bl



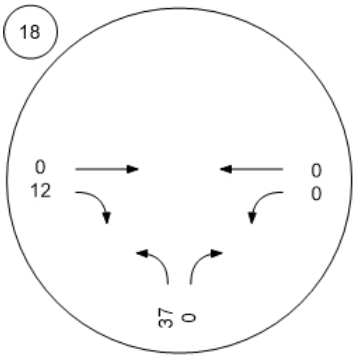
Vineland Ave and Hesby St



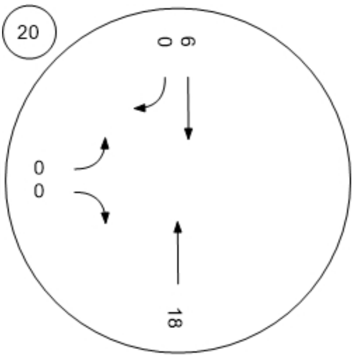
Vineland Ave/Lankershim Bl/



New Driveway

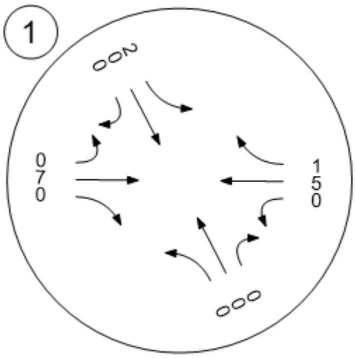


Vineland Ave and Hesby St

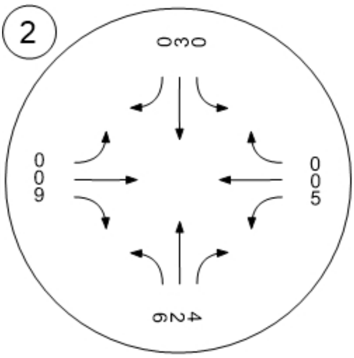


Traffic Volume - Net New Site Trips

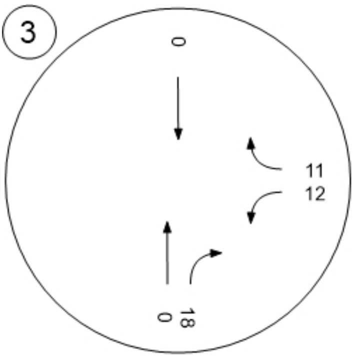
Lankershim Bl/Magnolia Bl



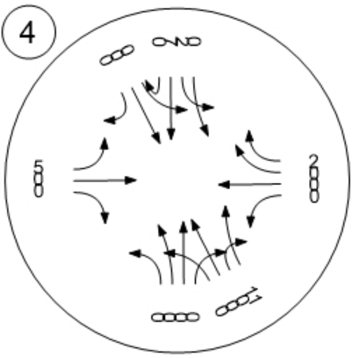
Vineland Av/Magnolia Bl



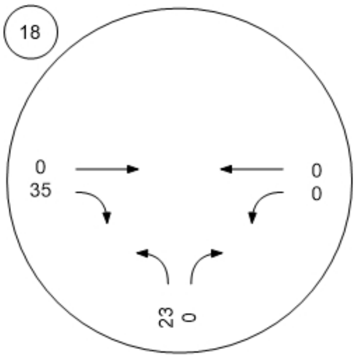
Vineland Ave and Hesby St



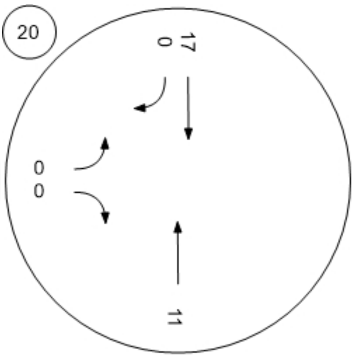
Vineland Ave/Lankershim Bl/



New Driveway



Vineland Ave and Hesby St



Attachment C.1: Access Assessment Criteria

LADOT

Access Assessment Criteria

This Criteria acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 5000 Vineland Residential TIS

Project Address: 5000 Vineland Avenue, Los Angeles, CA 91601

Project Description: Multifamily Residential

LADOT Project Case Number: ______________________

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☒ VMT Calculator ☐ ITE 10th Edition ☐ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed			
	7 Story- Multifamily Housing (Mid-Rise)	139 DU	95
	Retail (General)	1,410 SF	12
		Total new trips:	107 (15% of daily)

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☒ Yes ☐ No

See VMT calcuator

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
    - Geographic Distribution: N 25 % S 40 % E 5 % W 30 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and

other municipal bus stops)

- Key pedestrian destinations with hours of operation:
    - schools (school times)
    - government offices with a public counter or meeting room
    - senior citizen centers
    - recreation centers or playgrounds
    - public libraries
    - medical centers or clinics
    - child care facilities
    - post offices
    - places of worship
    - grocery stores
    - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? ☒ Yes ☐ No

If yes, list streets and include distance from the project:

Vineland Avenue at 0 (feet)

Lankershim Boulevard at 730 (feet)

Magnolia Boulevard at 1,120 (feet)

__________ at ________(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the [Transportation Assessment Support Map]

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☒ Yes ☐ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

85 (feet) at Vineland Avenue/Hesby Street
1,137 (feet) at Vineland Avenue/Magnolia Boulevard
920 (feet) at Lankershim Boulevard/Hesby Street
1,276 (feet) at Lankershm Boulevard/Otsego Street
________(feet) at __________________________
________(feet) at __________________________

________(feet) at __________________________
________(feet) at __________________________
________(feet) at __________________________
________(feet) at __________________________
________(feet) at __________________________
________(feet) at __________________________

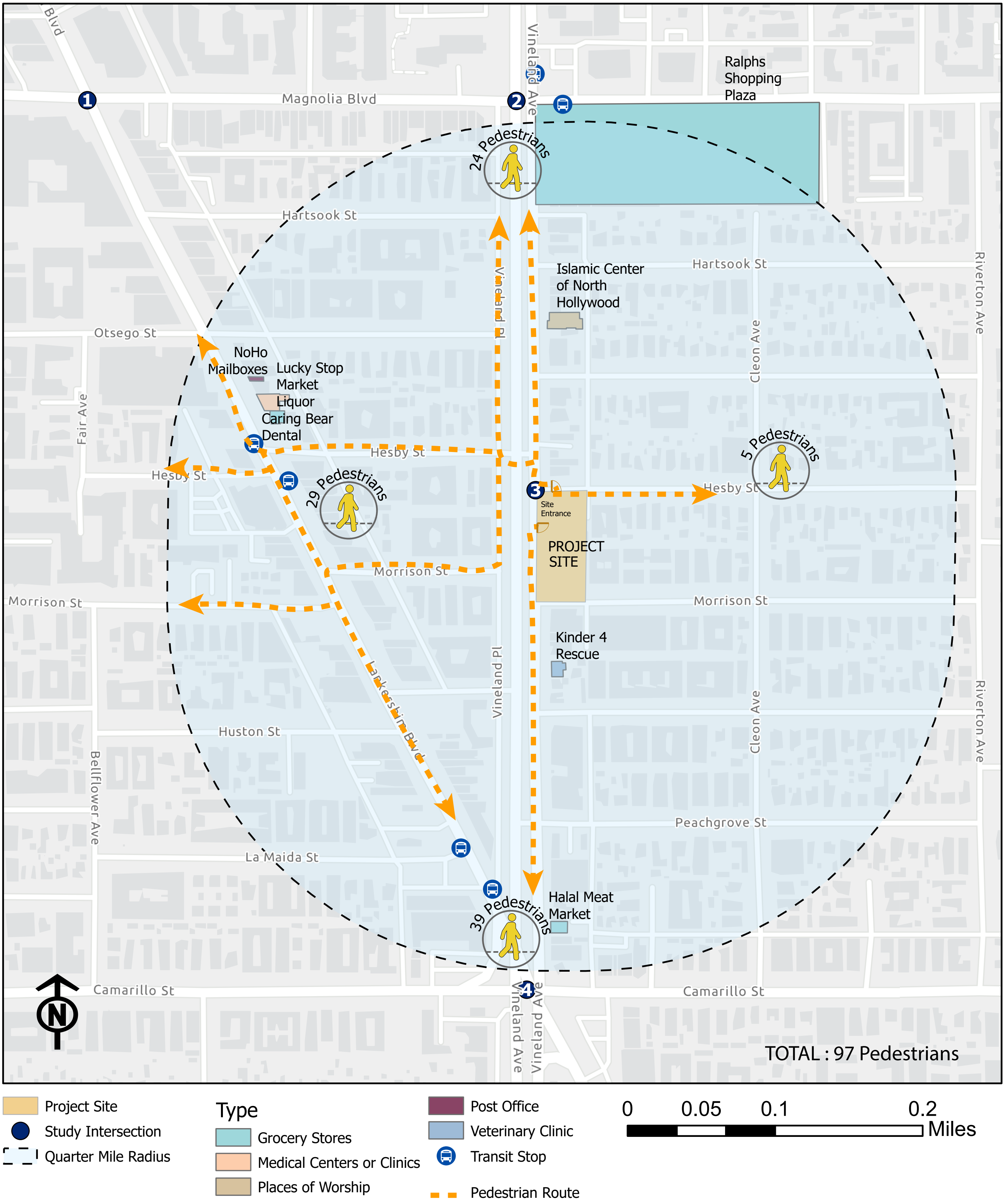
V. Project Construction

Will the project require any construction activity within the city right-of-way? ☐ Yes ☐ No

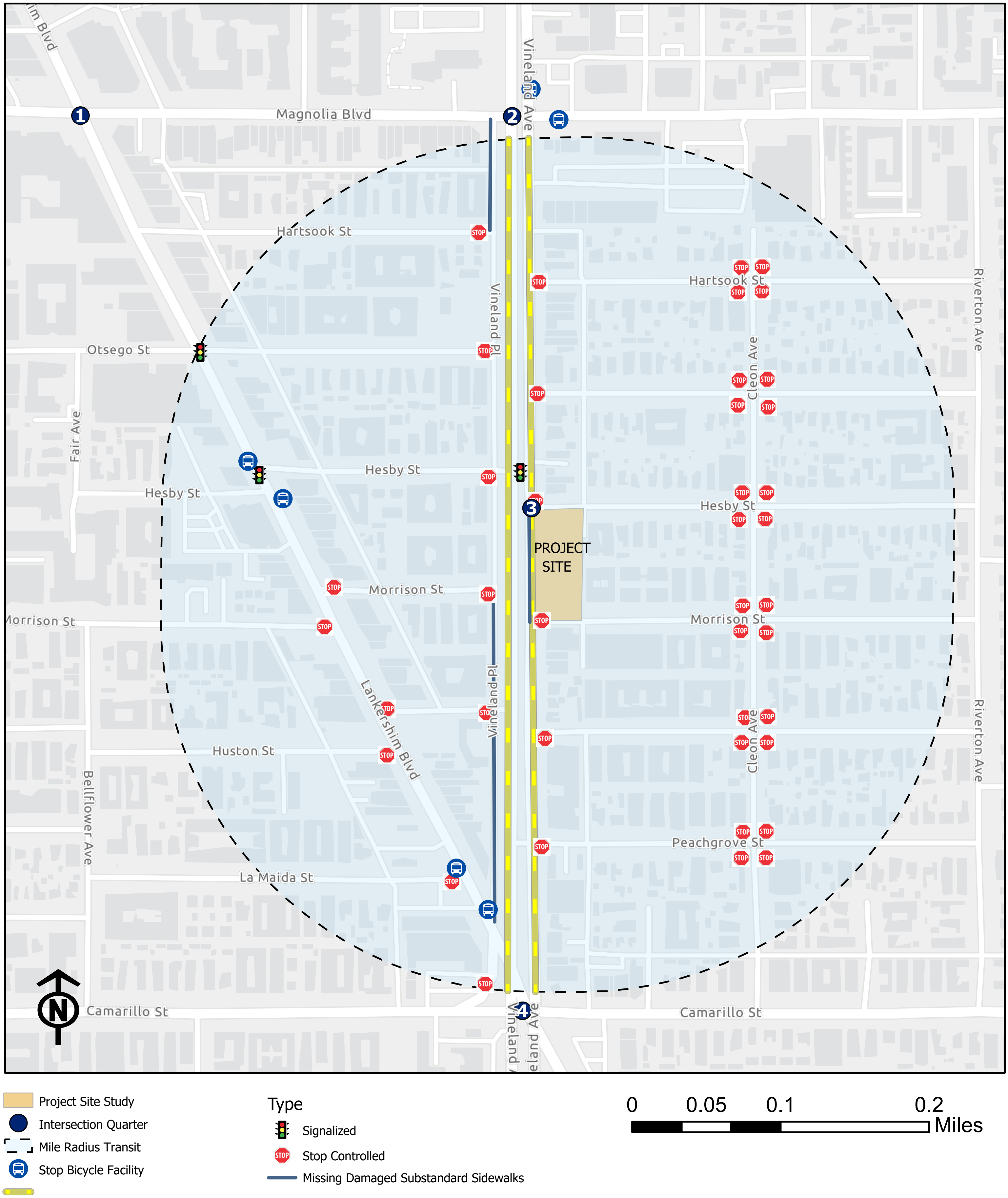
If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk
- bike lane
- parking lane
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: ___________________________

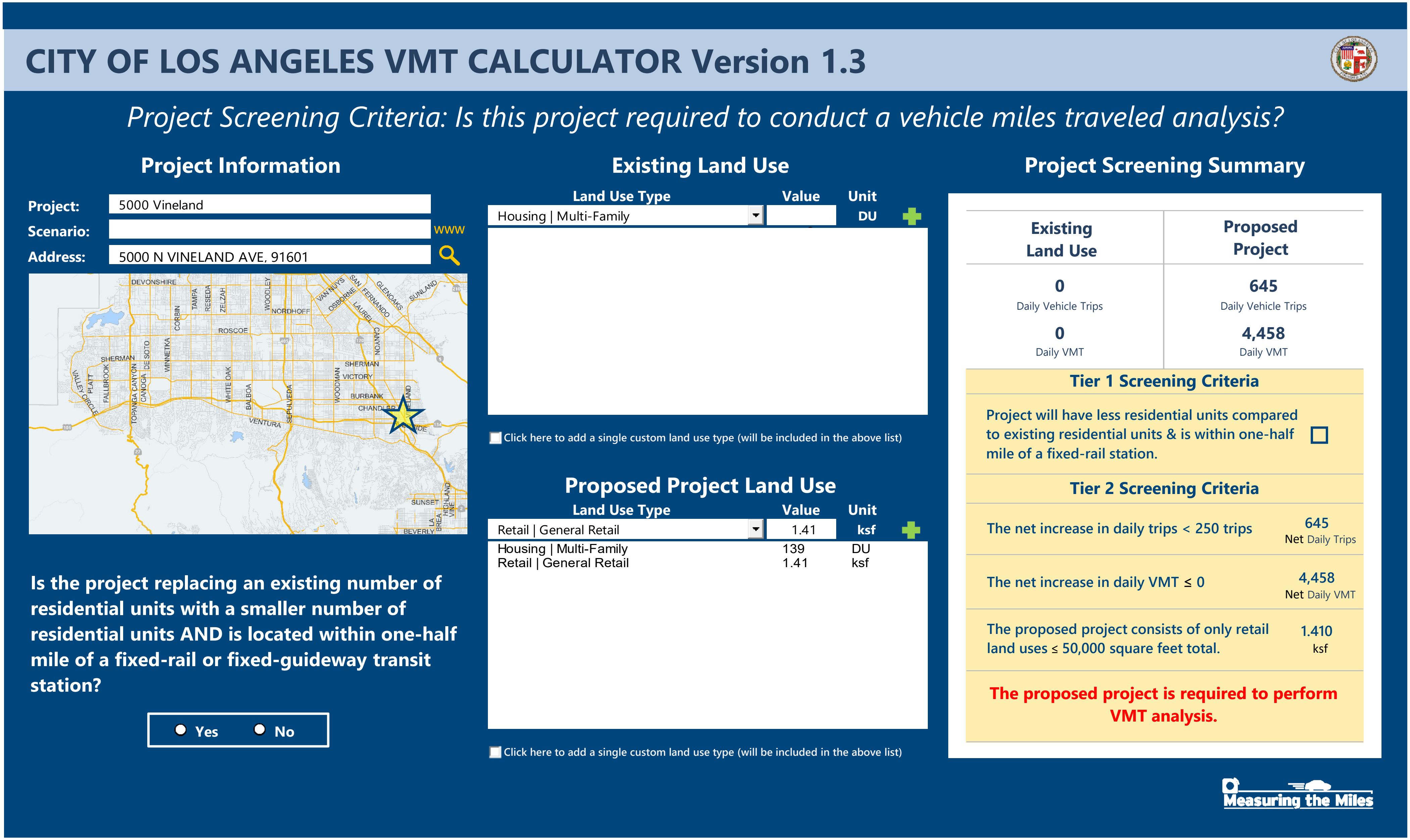
Pedestrian Attractions and Transit Stops



Infrastructure and Intersection Control



APPENDIX B
LADOT VMT Calculator Output



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 5000 Vineland

Scenario:

Address: 5000 N VINELAND AVE, 91601

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.41	ksf
Housing | Multi-Family	139	DU
Retail | General Retail	1.41	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	645 Daily Vehicle Trips
0 Daily VMT	4,458 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	645 Net Daily Trips
The net increase in daily VMT ≤ 0	4,458 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.410 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

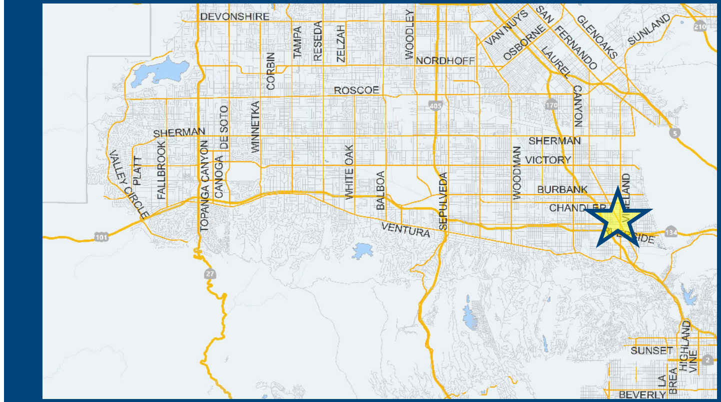
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 5000 Vineland

Scenario:

Address: 5000 N VINELAND AVE, 91601



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	139	DU
Retail | General Retail	1.41	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply

100 city code parking provision for the project site

74 actual parking provision for the project site

☐ Proposed Prj ☐ Mitigation

Unbundle Parking

175 monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out

50 percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
645 Daily Vehicle Trips	645 Daily Vehicle Trips
4,458 Daily VMT	4,458 Daily VMT
6.4 Household VMT per Capita	6.4 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

3/7/2022

APPENDIX C
Traffic Count Summaries

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & W Magnolia Blvd
City: North Hollywood
Control: Signalized

Project ID: 21-020259-002
Date: 9/1/2021

Total

NS/EW Streets:	Vineland Ave				Vineland Ave				W Magnolia Blvd				W Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	11	63	8	4	20	178	20	0	4	49	7	0	28	94	19	0	505
7:15 AM	14	77	7	2	30	178	53	0	10	61	3	0	27	121	20	0	603
7:30 AM	23	105	8	8	40	184	52	3	9	90	8	0	25	139	30	0	724
7:45 AM	28	120	11	3	53	185	52	0	14	126	5	0	19	144	25	0	785
8:00 AM	29	117	16	3	41	146	57	2	13	120	2	0	13	128	22	0	709
8:15 AM	27	121	17	2	35	171	47	1	10	110	9	0	15	131	21	0	717
8:30 AM	17	89	10	5	41	128	28	4	10	109	6	0	19	140	31	0	637
8:45 AM	15	91	15	1	42	148	29	1	11	119	6	0	18	127	17	0	640
9:00 AM	19	115	19	7	31	112	22	2	5	108	7	1	17	97	29	0	591
9:15 AM	29	87	19	5	32	122	27	4	21	87	10	0	20	122	27	0	612
9:30 AM	28	116	22	4	35	137	26	4	17	99	3	0	27	118	18	1	655
9:45 AM	23	96	24	3	34	110	31	1	18	113	5	2	22	112	29	0	623
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	263	1197	176	47	434	1799	444	22	142	1191	71	3	250	1473	288	1	7801
APPROACH %'s :	15.63%	71.12%	10.46%	2.79%	16.08%	66.65%	16.45%	0.82%	10.09%	84.65%	5.05%	0.21%	12.43%	73.21%	14.31%	0.05%	
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	107	463	52	16	169	686	208	6	46	446	24	0	72	542	98	0	2935
PEAK HR FACTOR :	0.922	0.957	0.765	0.500	0.797	0.927	0.912	0.500	0.821	0.885	0.667	0.000	0.720	0.941	0.817	0.000	0.935
	0.955				0.922				0.890				0.918				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	32	143	33	6	39	113	36	1	18	116	9	0	17	172	43	0	778
3:15 PM	35	173	28	9	44	111	50	4	12	116	14	2	19	171	28	0	816
3:30 PM	40	173	45	6	43	154	45	0	18	114	7	0	28	164	36	0	873
3:45 PM	31	143	42	12	44	173	56	1	19	142	11	0	23	164	39	0	900
4:00 PM	33	145	43	6	44	124	41	0	27	102	13	0	31	170	37	0	816
4:15 PM	35	180	27	3	50	123	40	2	25	129	16	0	23	184	26	0	863
4:30 PM	23	170	37	11	46	104	31	3	27	105	10	1	29	149	31	0	777
4:45 PM	28	172	38	6	47	129	34	4	21	123	12	0	23	180	34	0	851
5:00 PM	34	178	32	6	50	143	41	3	24	133	11	0	26	180	37	0	898
5:15 PM	34	181	32	9	47	155	46	1	21	120	7	0	25	158	36	0	872
5:30 PM	38	186	38	7	52	138	31	2	17	131	10	0	18	155	35	0	858
5:45 PM	37	127	30	7	48	124	32	5	20	134	8	0	26	138	43	0	779
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	400	1971	425	88	554	1591	483	26	249	1465	128	3	288	1985	425	0	10081
APPROACH %'s :	13.87%	68.34%	14.74%	3.05%	20.87%	59.95%	18.20%	0.98%	13.50%	79.40%	6.94%	0.16%	10.67%	73.57%	15.75%	0.00%	
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	134	717	140	28	196	565	152	10	83	507	40	0	92	673	142	0	3479
PEAK HR FACTOR :	0.882	0.964	0.921	0.778	0.942	0.911	0.826	0.625	0.865	0.953	0.833	0.000	0.885	0.935	0.959	0.000	0.969
	0.947				0.927				0.938				0.933				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & W Magnolia Blvd
City: North Hollywood
Control: Signalized

Project ID: 21-020259-002
Date: 9/1/2021

Cars

NS/EW Streets:	Vineland Ave				Vineland Ave				W Magnolia Blvd				W Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	11	60	7	4	17	169	17	0	4	49	7	0	27	90	16	0	478
7:15 AM	14	74	7	2	28	170	51	0	9	60	3	0	27	120	18	0	583
7:30 AM	23	101	8	8	37	180	50	3	9	88	8	0	24	136	28	0	703
7:45 AM	26	117	11	3	49	182	47	0	14	125	5	0	18	142	23	0	762
8:00 AM	29	113	16	3	39	143	54	2	12	116	2	0	13	123	20	0	685
8:15 AM	27	119	16	2	34	164	46	1	10	108	8	0	14	128	18	0	695
8:30 AM	16	85	9	5	38	125	25	4	9	106	5	0	19	134	29	0	609
8:45 AM	15	87	15	1	39	142	28	1	11	118	6	0	17	121	15	0	616
9:00 AM	19	106	18	7	28	107	22	2	5	104	7	1	16	95	28	0	565
9:15 AM	28	84	18	5	29	115	27	4	20	82	10	0	20	119	25	0	586
9:30 AM	26	109	18	4	33	130	24	4	15	98	3	0	26	115	16	1	622
9:45 AM	22	92	22	3	33	107	30	1	18	112	5	2	22	109	27	0	605
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	256	1147	165	47	404	1734	421	22	136	1166	69	3	243	1432	263	1	7509
APPROACH %'s :	15.85%	71.02%	10.22%	2.91%	15.65%	67.18%	16.31%	0.85%	9.90%	84.86%	5.02%	0.22%	12.53%	73.85%	13.56%	0.05%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	105	450	51	16	159	669	197	6	45	437	23	0	69	529	89	0	2845
PEAK HR FACTOR :	0.91	0.945	0.797	0.500	0.811	0.919	0.912	0.500	0.804	0.874	0.719	0.000	0.719	0.931	0.795	0.000	0.933
		0.948				0.927				0.877				0.914			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	32	141	32	6	37	111	35	1	18	116	8	0	16	170	41	0	764
3:15 PM	35	170	27	9	43	110	48	4	12	114	13	2	19	170	26	0	802
3:30 PM	40	172	45	6	41	152	44	0	18	111	7	0	28	156	34	0	854
3:45 PM	31	140	42	12	44	171	54	1	19	140	11	0	22	163	36	0	886
4:00 PM	33	142	43	6	41	123	40	0	27	101	13	0	30	170	34	0	803
4:15 PM	34	179	27	3	50	121	40	2	24	128	16	0	23	183	22	0	852
4:30 PM	22	167	36	11	43	102	31	3	26	105	10	1	29	147	28	0	761
4:45 PM	28	170	38	6	44	128	34	4	21	122	12	0	23	176	32	0	838
5:00 PM	33	174	32	6	49	141	41	3	23	131	11	0	26	180	35	0	885
5:15 PM	34	175	32	9	45	153	45	1	21	120	7	0	25	157	33	0	857
5:30 PM	38	184	38	7	49	136	31	2	17	130	10	0	18	154	35	0	849
5:45 PM	37	127	30	7	48	123	32	5	20	133	8	0	26	138	40	0	774
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	397	1941	422	88	534	1571	475	26	246	1451	126	3	285	1964	396	0	9925
APPROACH %'s :	13.94%	68.15%	14.82%	3.09%	20.49%	60.28%	18.23%	1.00%	13.47%	79.46%	6.90%	0.16%	10.78%	74.25%	14.97%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	133	703	140	28	187	558	151	10	82	503	40	0	92	667	135	0	3429
PEAK HR FACTOR :	0.88	0.955	0.921	0.778	0.954	0.912	0.839	0.625	0.891	0.960	0.833	0.000	0.885	0.926	0.964	0.000	0.969
		0.940				0.928				0.947				0.927			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & W Magnolia Blvd
City: North Hollywood
Control: Signalized

Project ID: 21-020259-002
Date: 9/1/2021

HT

NS/EW Streets:	Vineland Ave				Vineland Ave				W Magnolia Blvd				W Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	3	1	0	1	9	3	0	0	0	0	0	1	4	3	0	25
7:15 AM	0	3	0	0	1	8	2	0	1	1	0	0	0	1	0	0	17
7:30 AM	0	4	0	0	1	4	2	0	0	2	0	0	1	3	1	0	18
7:45 AM	2	3	0	0	2	3	5	0	0	1	0	0	1	2	0	0	19
8:00 AM	0	4	0	0	1	3	3	0	1	4	0	0	0	5	1	0	22
8:15 AM	0	2	1	0	0	7	1	0	0	2	1	0	1	3	1	0	19
8:30 AM	1	4	1	0	0	3	3	0	1	3	1	0	0	6	1	0	24
8:45 AM	0	4	0	0	2	6	1	0	0	1	0	0	1	6	0	0	21
9:00 AM	0	9	1	0	1	5	0	0	0	4	0	0	1	2	0	0	23
9:15 AM	0	3	1	0	2	7	0	0	1	5	0	0	0	3	0	0	22
9:30 AM	2	7	4	0	1	7	2	0	2	1	0	0	1	3	1	0	31
9:45 AM	1	4	2	0	0	3	1	0	0	1	0	0	0	3	1	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	50	11	0	12	65	23	0	6	25	2	0	7	41	9	0	257
APPROACH %'s :	8.96%	74.63%	16.42%	0.00%	12.00%	65.00%	23.00%	0.00%	18.18%	75.76%	6.06%	0.00%	12.28%	71.93%	15.79%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	13	1	0	4	17	11	0	1	9	1	0	3	13	3	0	78
PEAK HR FACTOR :	0.250	0.813	0.250	0.000	0.500	0.607	0.550	0.000	0.250	0.563	0.250	0.000	0.750	0.650	0.750	0.000	0.886
	0.800				0.800				0.550				0.792				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	2	1	0	1	2	1	0	0	0	1	0	1	2	0	0	11
3:15 PM	0	3	1	0	0	1	2	0	0	2	1	0	0	1	2	0	13
3:30 PM	0	1	0	0	0	2	1	0	0	3	0	0	0	8	0	0	15
3:45 PM	0	3	0	0	0	2	2	0	0	2	0	0	1	1	0	0	11
4:00 PM	0	3	0	0	1	1	1	0	0	1	0	0	1	0	3	0	11
4:15 PM	1	1	0	0	0	2	0	0	1	1	0	0	0	1	1	0	8
4:30 PM	1	3	1	0	2	2	0	0	1	0	0	0	0	2	3	0	15
4:45 PM	0	2	0	0	1	1	0	0	0	1	0	0	0	4	0	0	9
5:00 PM	1	4	0	0	1	2	0	0	1	2	0	0	0	0	0	0	11
5:15 PM	0	6	0	0	1	2	1	0	0	0	0	0	0	1	2	0	13
5:30 PM	0	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	7
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	30	3	0	8	20	8	0	3	14	2	0	3	21	11	0	126
APPROACH %'s :	8.33%	83.33%	8.33%	0.00%	22.22%	55.56%	22.22%	0.00%	15.79%	73.68%	10.53%	0.00%	8.57%	60.00%	31.43%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	14	0	0	4	7	1	0	1	4	0	0	0	6	2	0	40
PEAK HR FACTOR :	0.25	0.583	0.000	0.000	1.000	0.875	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.375	0.250	0.000	0.769
	0.625				0.750				0.417				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & W Magnolia Blvd
City: North Hollywood
Control: Signalized

Project ID: 21-020259-002
Date: 9/1/2021

Buses

NS/EW Streets:	Vineland Ave				Vineland Ave				W Magnolia Blvd				W Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	4
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3
8:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	4
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3
9:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	4
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	18	0	0	0	0	0	0	0	0	0	16	0	35
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750
					0.750								0.750				

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	2	1	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	12	0	0	0	0	0	0	0	0	0	18	0	30
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	0	10
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625
					0.625								0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & W Magnolia Blvd
City: North Hollywood
Control: Signalized

Project ID: 21-020259-002
Date: 9/1/2021

Bikes

NS/EW Streets:	Vineland Ave				Vineland Ave				W Magnolia Blvd				W Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4
7:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3
7:30 AM	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	4
7:45 AM	1	2	0	0	0	3	0	0	0	0	0	0	1	0	0	0	7
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	1	0	2	1	0	0	1	0	0	0	0	1	0	0	7
8:30 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	1	0	5
8:45 AM	0	2	0	0	0	0	1	0	0	1	0	0	1	0	0	0	5
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
9:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
9:30 AM	2	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	5
9:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	13	3	0	3	7	1	0	2	4	1	0	3	3	2	0	46
APPROACH %'s :	20.00%	65.00%	15.00%	0.00%	27.27%	63.64%	9.09%	0.00%	28.57%	57.14%	14.29%	0.00%	37.50%	37.50%	25.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	5	1	0	2	5	0	0	1	2	0	0	1	1	0	0	19
PEAK HR FACTOR :	0.250	0.625	0.250	0.000	0.250	0.417	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.679
	0.583				0.583				0.375				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	4
3:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	1	0	0	8
3:30 PM	0	6	4	0	0	2	0	0	0	1	1	0	1	1	0	0	16
3:45 PM	0	1	0	0	0	4	0	0	0	1	0	0	0	0	0	0	6
4:00 PM	0	4	0	0	1	1	0	1	0	0	0	0	0	0	0	0	7
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	3	0	1	0	0	0	0	2	1	0	0	8
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	4
5:15 PM	0	2	1	0	0	1	0	0	0	0	1	0	0	1	0	0	6
5:30 PM	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	30	10	0	1	19	1	2	0	3	2	0	4	4	1	0	77
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	4.35%	82.61%	4.35%	8.70%	0.00%	60.00%	40.00%	0.00%	44.44%	44.44%	11.11%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	8	3	0	0	3	1	0	0	0	1	0	0	1	1	0	18
PEAK HR FACTOR :	0.00	0.667	0.750	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.750
	0.688				0.500				0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & W Magnolia Blvd **Project ID:** 21-020259-002
City: North Hollywood **Date:** 9/1/2021

Peds_Adults

NS/EW Streets:	Vineland Ave		Vineland Ave		W Magnolia Blvd		W Magnolia Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	2	2	4	2	2	3	2	17
7:15 AM	2	3	1	2	3	3	1	0	15
7:30 AM	3	5	0	3	3	2	1	0	17
7:45 AM	3	4	5	0	9	0	0	1	22
8:00 AM	3	1	2	0	0	2	1	0	9
8:15 AM	3	3	2	2	3	5	1	7	26
8:30 AM	4	4	1	2	3	2	2	2	20
8:45 AM	5	4	3	5	0	2	3	1	23
9:00 AM	1	3	2	2	0	2	1	2	13
9:15 AM	2	2	1	3	0	2	6	1	17
9:30 AM	5	5	3	2	3	3	3	2	26
9:45 AM	2	6	3	3	5	1	1	3	24
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	33	42	25	28	31	26	23	21	229
APPROACH %'s :	44.00%	56.00%	47.17%	52.83%	54.39%	45.61%	52.27%	47.73%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	12	13	9	5	15	9	3	8	74
PEAK HR FACTOR :	1.000	0.650	0.450	0.417	0.417	0.450	0.750	0.286	0.712
	0.781		0.700		0.667		0.344		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	4	3	6	6	1	3	1	4	28
3:15 PM	4	6	4	4	6	2	1	1	28
3:30 PM	8	7	5	2	0	5	2	4	33
3:45 PM	9	6	10	3	2	4	8	8	50
4:00 PM	1	4	10	6	1	3	2	6	33
4:15 PM	3	10	5	5	6	4	3	3	39
4:30 PM	6	2	8	9	4	5	2	8	44
4:45 PM	2	9	7	11	5	3	0	8	45
5:00 PM	4	2	8	10	10	4	2	7	47
5:15 PM	3	7	11	6	3	5	7	8	50
5:30 PM	9	6	11	12	8	4	5	2	57
5:45 PM	2	10	10	10	10	4	2	7	55
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	55	72	95	84	56	46	35	66	509
APPROACH %'s :	43.31%	56.69%	53.07%	46.93%	54.90%	45.10%	34.65%	65.35%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	18	24	37	39	26	16	14	25	199
PEAK HR FACTOR :	0.500	0.667	0.841	0.813	0.650	0.800	0.500	0.781	0.873
	0.700		0.826		0.750		0.650		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & W Magnolia Blvd **Project ID:** 21-020259-002
City: North Hollywood **Date:** 9/1/2021

Peds_Kids

NS/EW Streets:	Vineland Ave		Vineland Ave		W Magnolia Blvd		W Magnolia Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	3	0	1	1	0	0	0	5
7:30 AM	0	0	0	1	1	1	0	0	3
7:45 AM	0	0	0	0	2	0	0	0	2
8:00 AM	0	1	1	1	1	1	0	0	5
8:15 AM	2	0	3	1	0	0	0	0	6
8:30 AM	0	0	1	2	2	1	1	1	8
8:45 AM	0	0	1	0	1	0	0	0	2
9:00 AM	0	1	1	2	2	1	1	1	9
9:15 AM	3	0	1	2	0	1	1	1	9
9:30 AM	1	1	3	1	1	0	0	0	7
9:45 AM	0	2	4	2	0	1	0	1	10
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	8	15	13	11	6	3	4	66
APPROACH %'s :	42.86%	57.14%	53.57%	46.43%	64.71%	35.29%	42.86%	57.14%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	2	1	4	3	4	2	0	0	16
PEAK HR FACTOR :	0.250	0.250	0.333	0.750	0.500	0.500			0.667
	0.375		0.438		0.750				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	1	2	0	0	0	0	0	3
3:15 PM	1	3	1	0	3	2	0	0	10
3:30 PM	0	0	4	1	2	3	0	0	10
3:45 PM	3	2	0	0	3	2	0	0	10
4:00 PM	1	0	0	0	4	3	0	0	8
4:15 PM	2	0	0	0	1	1	0	0	4
4:30 PM	4	0	2	0	0	0	4	0	10
4:45 PM	1	0	0	1	0	1	1	0	4
5:00 PM	0	0	0	1	0	0	1	0	2
5:15 PM	0	0	0	1	0	1	1	0	3
5:30 PM	0	3	0	0	3	4	0	0	10
5:45 PM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	12	9	10	4	16	17	7	0	75
APPROACH %'s :	57.14%	42.86%	71.43%	28.57%	48.48%	51.52%	100.00%	0.00%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	1	3	0	3	3	6	3	0	19
PEAK HR FACTOR :	0.250	0.250		0.750	0.250	0.375	0.750		0.475
	0.333		0.750		0.321		0.750		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vineland Ave & W Magnolia Blvd
Project ID: 21-020259-002
City: North Hollywood
Date: 9/1/2021

Pedestrians (Crosswalks)

NS/EW Streets:	Vineland Ave		Vineland Ave		W Magnolia Blvd		W Magnolia Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	2	2	4	2	2	3	2	17
7:15 AM	2	6	1	3	4	3	1	0	20
7:30 AM	3	5	0	4	4	3	1	0	20
7:45 AM	3	4	5	0	11	0	0	1	24
8:00 AM	3	2	3	1	1	3	1	0	14
8:15 AM	5	3	5	3	3	5	1	7	32
8:30 AM	4	4	2	4	5	3	3	3	28
8:45 AM	5	4	4	5	1	2	3	1	25
9:00 AM	1	4	3	4	2	3	2	3	22
9:15 AM	5	2	2	5	0	3	7	2	26
9:30 AM	6	6	6	3	4	3	3	2	33
9:45 AM	2	8	7	5	5	2	1	4	34
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	39	50	40	41	42	32	26	25	295
APPROACH %'s :	43.82%	56.18%	49.38%	50.62%	56.76%	43.24%	50.98%	49.02%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	14	14	13	8	19	11	3	8	90
PEAK HR FACTOR :	0.700	0.700	0.650	0.500	0.432	0.550	0.750	0.286	0.703
	0.875		0.656		0.682		0.344		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	4	4	8	6	1	3	1	4	31
3:15 PM	5	9	5	4	9	4	1	1	38
3:30 PM	8	7	9	3	2	8	2	4	43
3:45 PM	12	8	10	3	5	6	8	8	60
4:00 PM	2	4	10	6	5	6	2	6	41
4:15 PM	5	10	5	5	7	5	3	3	43
4:30 PM	10	2	10	9	4	5	6	8	54
4:45 PM	3	9	7	12	5	4	1	8	49
5:00 PM	4	2	8	11	10	4	3	7	49
5:15 PM	3	7	11	7	3	6	8	8	53
5:30 PM	9	9	11	12	11	8	5	2	67
5:45 PM	2	10	11	10	10	4	2	7	56
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	67	81	105	88	72	63	42	66	584
APPROACH %'s :	45.27%	54.73%	54.40%	45.60%	53.33%	46.67%	38.89%	61.11%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	19	27	37	42	29	22	17	25	218
PEAK HR FACTOR :	0.528	0.750	0.841	0.875	0.659	0.688	0.531	0.781	0.813
	0.639		0.859		0.671		0.656		

Prepared by National Data & Surveying Services

Vineland Ave & W Magnolia Blvd

Peak Hour Turning Movement Count

ID: 21-020259-002
City: North Hollywood

Day: Wednesday
Date: 09/01/2021

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	03:00 PM - 06:00 PM

Vineland Ave
SOUTHBOUND

	↲	↓	↳	⮌	⇧
AM	208	686	169	6	613
NOON	0	0	0	0	0
PM	152	565	196	10	952
	1	2	1	0	

W Magnolia Blvd
EASTBOUND

	AM	NOON	PM	
⇦	857	0	959	
⮌	0	0	0	0
↱	46	0	83	1
→	446	0	507	1
↴	24	0	40	1

W Magnolia Blvd
WESTBOUND

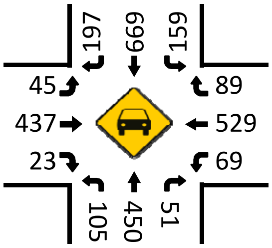
		PM	NOON	AM
⬑	0	142	0	98
←	2	673	0	542
↙	1	92	0	72
⮌	0	0	0	0
⇨		843	0	667

CONTROL			
Signalized			
TEV	2935	0	3479
	AM	NOON	PM
PHF	0.93		0.97

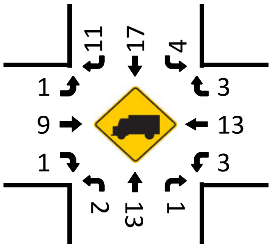
NORTHBOUND
Vineland Ave

	⇩	⮌	↰	↑	↱
		0	1	2	1
PM	725	28	134	717	140
NOON	0	0	0	0	0
AM	798	16	107	463	52

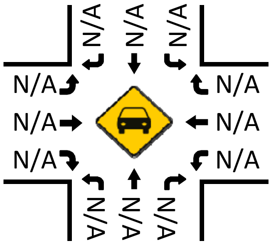
Cars (AM)



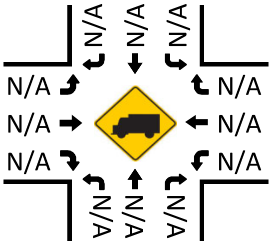
HT (AM)



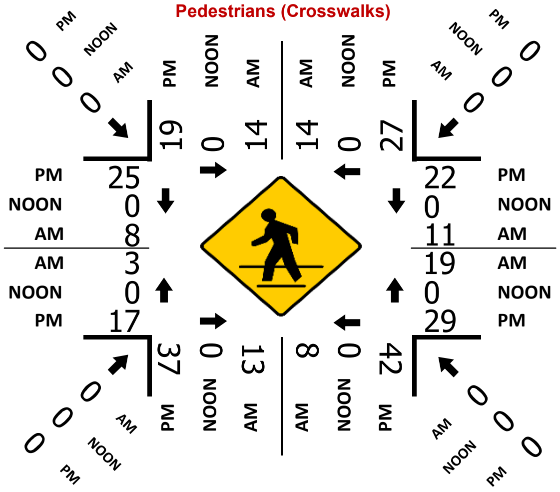
Cars (NOON)



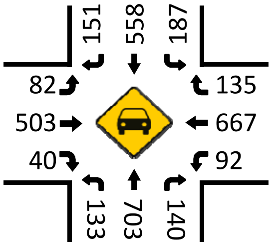
HT (NOON)



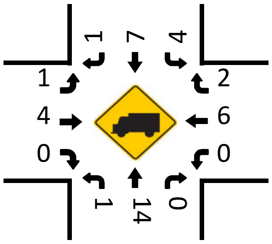
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Vineland Ave

East/West W Magnolia Blvd

Day: Wednesday Date: 09/01/2021 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	103	136	52	92
BIKES	60	34	12	17
BUSES	1	30	0	34

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	170	9.30	290	7.45	145	7.45	194	7.30
PM PK 15 MIN	269	17.30	274	15.45	172	15.45	243	17.00
AM PK HOUR	638	7.30	1076	7.15	534	7.45	713	7.15
PM PK HOUR	1019	16.45	940	15.30	637	16.15	925	15.30

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	93	365	34	492	*7-8*	146	725	177	1048	1540	17	2	22	3
8-9	99	418	58	575	*8-9*	167	593	161	921	1496	17	10	27	3
9-10	118	414	84	616	*9-10*	143	481	106	730	1346	19	16	26	8
15-16	171	632	148	951	*15-16*	176	551	187	914	1865	40	8	47	10
16-17	145	667	145	957	*16-17*	196	480	146	822	1779	61	3	37	8
17-18	172	672	132	976	*17-18*	208	560	150	918	1894	78	3	43	3
TOTAL	798	3168	601	4567	TOTAL	1036	3390	927	5353	9920	232	42	202	35

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	37	326	23	386	*7-8*	99	498	94	691	1077	8	0	24	5
8-9	44	458	23	525	*8-9*	65	526	91	682	1207	17	2	17	6
9-10	64	407	25	496	*9-10*	87	449	103	639	1135	19	5	16	6
15-16	69	488	41	598	*15-16*	87	671	146	904	1502	29	0	23	15
16-17	101	459	51	611	*16-17*	106	683	128	917	1528	32	5	31	10
17-18	82	518	36	636	*17-18*	95	631	151	877	1513	40	2	48	8
TOTAL	397	2656	199	3252	TOTAL	539	3458	713	4710	7962	145	14	159	50

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lankershim Blvd & W Magnolia Blvd
City: North Hollywood
Control: Signalized

Project ID: 21-020259-003
Date: 9/1/2021

Total

NS/EW Streets:	Lankershim Blvd				Lankershim Blvd				W Magnolia Blvd				W Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	13	37	5	0	7	68	18	0	12	46	19	0	8	117	10	0	360
7:15 AM	16	31	4	0	9	96	35	1	20	56	21	0	8	175	8	0	480
7:30 AM	30	47	6	0	10	142	37	0	16	91	33	0	4	208	14	0	638
7:45 AM	34	58	12	0	21	111	34	0	36	118	50	0	16	232	12	0	734
8:00 AM	34	64	5	0	15	100	26	0	26	104	34	0	10	198	20	0	636
8:15 AM	22	53	11	0	19	107	17	0	37	106	34	0	13	178	11	0	608
8:30 AM	31	68	14	0	10	105	16	0	23	88	36	0	13	171	15	0	590
8:45 AM	25	73	11	0	21	121	20	0	40	108	61	0	12	155	15	0	662
9:00 AM	23	84	6	1	21	106	22	0	29	89	28	0	14	122	8	0	553
9:15 AM	31	58	13	0	17	100	16	0	38	86	39	0	15	146	15	0	574
9:30 AM	24	67	10	1	19	98	17	0	32	85	33	0	20	128	17	0	551
9:45 AM	20	65	16	1	18	113	17	0	33	120	56	0	12	152	23	0	646
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	303	705	113	3	187	1267	275	1	342	1097	444	0	145	1982	168	0	7032
APPROACH %'s :	26.96%	62.72%	10.05%	0.27%	10.81%	73.24%	15.90%	0.06%	18.16%	58.26%	23.58%	0.00%	6.32%	86.36%	7.32%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	120	222	34	0	65	460	114	0	115	419	151	0	43	816	57	0	2616
PEAK HR FACTOR :	0.882	0.867	0.708	0.000	0.774	0.810	0.770	0.000	0.777	0.888	0.755	0.000	0.672	0.879	0.713	0.000	0.891
	0.904				0.845				0.839				0.881				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	37	104	23	0	30	109	26	0	39	89	31	0	12	194	31	1	726
3:15 PM	40	133	20	0	21	112	23	0	47	99	50	0	23	203	35	0	806
3:30 PM	26	117	20	0	20	116	29	0	41	103	36	0	20	211	32	0	771
3:45 PM	26	136	21	1	23	132	21	0	45	122	54	0	23	176	31	1	812
4:00 PM	35	139	7	1	26	109	21	0	41	113	41	0	30	212	38	0	813
4:15 PM	30	142	27	0	18	104	30	1	44	110	51	0	24	204	37	0	822
4:30 PM	36	143	14	0	25	92	36	0	41	105	56	1	23	188	41	0	801
4:45 PM	43	116	14	0	23	111	31	0	35	123	57	0	23	189	24	0	789
5:00 PM	40	138	20	0	19	106	24	1	42	107	63	0	24	216	25	0	825
5:15 PM	41	132	23	0	21	111	22	0	37	119	45	0	21	188	22	0	782
5:30 PM	25	138	24	0	21	113	28	0	43	119	46	0	16	207	26	0	806
5:45 PM	36	119	13	0	17	99	24	1	39	103	57	0	21	144	26	0	699
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	415	1557	226	2	264	1314	315	3	494	1312	587	1	260	2332	368	2	9452
APPROACH %'s :	18.86%	70.77%	10.27%	0.09%	13.92%	69.30%	16.61%	0.16%	20.63%	54.80%	24.52%	0.04%	8.78%	78.73%	12.42%	0.07%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	127	560	69	2	92	437	108	1	171	450	202	1	100	780	147	1	3248
PEAK HR FACTOR :	0.882	0.979	0.639	0.500	0.885	0.828	0.750	0.250	0.950	0.922	0.902	0.250	0.833	0.920	0.896	0.250	0.988
	0.952				0.906				0.932				0.918				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lankershim Blvd & W Magnolia Blvd
City: North Hollywood
Control: Signalized

Project ID: 21-020259-003
Date: 9/1/2021

Cars

NS/EW Streets:	Lankershim Blvd				Lankershim Blvd				W Magnolia Blvd				W Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	12	31	5	0	7	60	18	0	11	46	18	0	7	113	10	0	338
7:15 AM	16	25	4	0	9	90	34	1	20	54	21	0	8	174	8	0	464
7:30 AM	30	39	6	0	10	135	37	0	15	90	33	0	2	205	14	0	616
7:45 AM	34	54	12	0	20	106	34	0	36	117	48	0	16	227	10	0	714
8:00 AM	33	56	5	0	15	90	26	0	26	100	34	0	10	191	20	0	606
8:15 AM	22	51	11	0	19	101	15	0	37	103	33	0	13	173	10	0	588
8:30 AM	30	63	14	0	10	99	15	0	23	85	35	0	13	164	15	0	566
8:45 AM	24	66	9	0	21	115	19	0	39	108	60	0	12	149	15	0	637
9:00 AM	23	81	6	1	21	102	22	0	27	86	28	0	14	120	8	0	539
9:15 AM	31	51	13	0	16	95	15	0	38	82	37	0	15	142	15	0	550
9:30 AM	24	60	10	1	19	93	17	0	32	84	32	0	20	124	16	0	532
9:45 AM	20	59	16	1	18	108	17	0	32	119	55	0	12	149	21	0	627
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	299	636	111	3	185	1194	269	1	336	1074	434	0	142	1931	162	0	6777
APPROACH %'s :	28.50%	60.63%	10.58%	0.29%	11.22%	72.41%	16.31%	0.06%	18.22%	58.24%	23.54%	0.00%	6.35%	86.40%	7.25%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	119	200	34	0	64	432	112	0	114	410	148	0	41	796	54	0	2524
PEAK HR FACTOR :	0.88	0.893	0.708	0.000	0.800	0.800	0.757	0.000	0.770	0.876	0.771	0.000	0.641	0.877	0.675	0.000	0.884
	0.883				0.835				0.836				0.880				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	37	99	23	0	29	105	26	0	39	88	31	0	12	192	31	1	713
3:15 PM	40	128	19	0	21	108	22	0	46	98	50	0	20	202	33	0	787
3:30 PM	26	113	19	0	19	110	28	0	40	101	35	0	20	205	29	0	745
3:45 PM	26	132	21	1	23	129	21	0	43	119	53	0	22	172	30	1	793
4:00 PM	35	132	7	1	25	103	21	0	41	112	41	0	30	211	38	0	797
4:15 PM	29	136	27	0	17	100	28	1	42	110	51	0	24	203	37	0	805
4:30 PM	36	138	14	0	25	89	35	0	41	105	56	1	23	186	41	0	790
4:45 PM	42	112	14	0	23	105	31	0	34	123	56	0	23	188	21	0	772
5:00 PM	38	129	20	0	19	105	24	1	41	104	61	0	24	215	25	0	806
5:15 PM	40	129	23	0	21	108	21	0	37	119	44	0	21	187	21	0	771
5:30 PM	24	133	24	0	21	111	27	0	42	119	46	0	16	205	26	0	794
5:45 PM	36	113	13	0	17	96	24	1	38	102	57	0	21	144	26	0	688
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	409	1494	224	2	260	1269	308	3	484	1300	581	1	256	2310	358	2	9261
APPROACH %'s :	19.21%	70.17%	10.52%	0.09%	14.13%	68.97%	16.74%	0.16%	20.46%	54.95%	24.56%	0.04%	8.75%	78.95%	12.24%	0.07%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	126	538	69	2	90	421	105	1	167	446	201	1	99	772	146	1	3185
PEAK HR FACTOR :	0.88	0.975	0.639	0.500	0.900	0.816	0.750	0.250	0.971	0.937	0.897	0.250	0.825	0.915	0.890	0.250	0.989
	0.957				0.892				0.948				0.912				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lankershim Blvd & W Magnolia Blvd
City: North Hollywood
Control: Signalized

Project ID: 21-020259-003
Date: 9/1/2021

HT

NS/EW Streets:	Lankershim Blvd				Lankershim Blvd				W Magnolia Blvd				W Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	3	0	0	0	6	0	0	1	0	1	0	1	4	0	0	17
7:15 AM	0	5	0	0	0	5	0	0	0	2	0	0	0	1	0	0	13
7:30 AM	0	5	0	0	0	5	0	0	0	1	0	0	2	3	0	0	16
7:45 AM	0	3	0	0	1	2	0	0	0	1	2	0	0	5	2	0	16
8:00 AM	1	5	0	0	0	9	0	0	0	4	0	0	0	7	0	0	26
8:15 AM	0	1	0	0	0	4	1	0	0	3	1	0	0	5	1	0	16
8:30 AM	1	3	0	0	0	4	1	0	0	3	1	0	0	7	0	0	20
8:45 AM	1	3	2	0	0	5	1	0	0	0	1	0	0	6	0	0	19
9:00 AM	0	2	0	0	0	3	0	0	2	3	0	0	0	2	0	0	12
9:15 AM	0	5	0	0	1	3	0	0	0	4	2	0	0	3	0	0	18
9:30 AM	0	5	0	0	0	4	0	0	0	1	1	0	0	4	1	0	16
9:45 AM	0	6	0	0	0	3	0	0	0	1	1	0	0	3	2	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	46	2	0	2	53	3	0	3	23	10	0	3	50	6	0	205
APPROACH %'s :	7.69%	88.46%	3.85%	0.00%	3.45%	91.38%	5.17%	0.00%	8.33%	63.89%	27.78%	0.00%	5.08%	84.75%	10.17%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	14	0	0	1	20	1	0	0	9	3	0	2	20	3	0	74
PEAK HR FACTOR :	0.250	0.700	0.000	0.000	0.250	0.556	0.250	0.000	0.000	0.563	0.375	0.000	0.250	0.714	0.375	0.000	0.712
	0.625				0.611				0.750				0.893				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	3	0	0	1	2	0	0	0	1	0	0	0	2	0	0	9
3:15 PM	0	3	1	0	0	2	0	0	1	1	0	0	3	1	2	0	14
3:30 PM	0	3	1	0	1	4	1	0	1	2	1	0	0	6	3	0	23
3:45 PM	0	2	0	0	0	1	0	0	1	3	1	0	1	4	1	0	14
4:00 PM	0	5	0	0	1	4	0	0	0	1	0	0	0	1	0	0	12
4:15 PM	1	4	0	0	1	2	0	0	2	0	0	0	0	1	0	0	11
4:30 PM	0	3	0	0	0	2	1	0	0	0	0	0	0	2	0	0	8
4:45 PM	1	2	0	0	0	2	0	0	0	0	1	0	0	1	3	0	10
5:00 PM	2	6	0	0	0	0	0	0	1	3	2	0	0	1	0	0	15
5:15 PM	1	2	0	0	0	0	0	0	0	0	1	0	0	1	1	0	6
5:30 PM	1	5	0	0	0	2	1	0	1	0	0	0	0	2	0	0	12
5:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	40	2	0	4	21	3	0	7	12	6	0	4	22	10	0	137
APPROACH %'s :	12.50%	83.33%	4.17%	0.00%	14.29%	75.00%	10.71%	0.00%	28.00%	48.00%	24.00%	0.00%	11.11%	61.11%	27.78%	0.00%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	1	14	0	0	2	9	1	0	3	4	1	0	1	8	1	0	45
PEAK HR FACTOR :	0.25	0.700	0.000	0.000	0.500	0.563	0.250	0.000	0.375	0.333	0.250	0.000	0.250	0.500	0.250	0.000	0.804
	0.750				0.600				0.400				0.417				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lankershim Blvd & W Magnolia Blvd
City: North Hollywood
Control: Signalized

Project ID: 21-020259-003
Date: 9/1/2021

Buses

NS/EW Streets:	Lankershim Blvd				Lankershim Blvd				W Magnolia Blvd				W Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	6
7:45 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6
9:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	2	0	0	0	2	1	0	0	0	0	0	0	1	0	0	6
9:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
9:45 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	23	0	0	0	20	3	0	3	0	0	0	0	1	0	0	50
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	86.96%	13.04%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	8	0	0	0	8	1	0	1	0	0	0	0	0	0	0	18
PEAK HR FACTOR :	0.000	0.667	0.000	0.000	0.000	0.667	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.667				0.750				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
3:15 PM	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	5
3:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
3:45 PM	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	5
4:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	2	0	0	0	4	0	0	1	0	0	0	0	0	0	0	7
5:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	4	0	0	0	3	0	0	1	0	0	0	0	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	23	0	0	0	24	4	0	3	0	0	0	0	0	0	0	54
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	85.71%	14.29%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	8	0	0	0	7	2	0	1	0	0	0	0	0	0	0	18
PEAK HR FACTOR :	0.00	1.000	0.000	0.000	0.000	0.875	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	1.000				0.563				0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lankershim Blvd & W Magnolia Blvd
City: North Hollywood
Control: Signalized

Project ID: 21-020259-003
Date: 9/1/2021

Bikes

NS/EW Streets:	Lankershim Blvd				Lankershim Blvd				W Magnolia Blvd				W Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	4
7:45 AM	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	4
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	1	0	0	1	1	0	0	0	1	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	2	1	0	2	7	0	0	2	3	0	0	0	3	1	0	23
APPROACH %'s :	40.00%	40.00%	20.00%	0.00%	22.22%	77.78%	0.00%	0.00%	40.00%	60.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	1	0	0	1	3	0	0	2	3	0	0	0	2	0	0	14
PEAK HR FACTOR :	0.500	0.250	0.000	0.000	0.250	0.375	0.000	0.000	0.500	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.700
	0.750				0.333				0.625				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	0	4
3:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	4
3:30 PM	1	0	2	0	0	0	0	0	0	1	1	0	0	2	0	0	7
3:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	3
4:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	4
4:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	1	4
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
5:00 PM	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
5:15 PM	1	1	0	0	0	1	1	0	1	1	0	0	0	1	0	1	8
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	2	0	0	0	1	1	0	1	1	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	7	2	1	2	7	4	0	1	7	4	0	1	5	4	4	51
APPROACH %'s :	16.67%	58.33%	16.67%	8.33%	15.38%	53.85%	30.77%	0.00%	8.33%	58.33%	33.33%	0.00%	7.14%	35.71%	28.57%	28.57%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	1	2	0	0	2	0	0	0	1	1	3	13
PEAK HR FACTOR :	0.00	0.750	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.250	0.375	0.813
	0.750				0.375				0.500				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lankershim Blvd & W Magnolia Blvd
Project ID: 21-020259-003
City: North Hollywood
Date: 9/1/2021

Peds_Adults

NS/EW Streets:	Lankershim Blvd		Lankershim Blvd		W Magnolia Blvd		W Magnolia Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	2	3	5	3	0	3	16
7:15 AM	1	1	1	5	1	1	0	0	10
7:30 AM	7	6	4	8	2	6	10	5	48
7:45 AM	7	5	8	3	7	6	4	5	45
8:00 AM	3	4	4	3	3	7	10	7	41
8:15 AM	3	1	4	4	6	8	4	3	33
8:30 AM	2	1	5	3	9	8	2	3	33
8:45 AM	3	5	7	13	4	7	5	1	45
9:00 AM	2	1	7	4	8	6	8	4	40
9:15 AM	2	2	7	5	6	9	5	7	43
9:30 AM	3	6	2	5	6	7	3	10	42
9:45 AM	1	4	10	7	4	6	3	6	41
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	34	36	61	63	61	74	54	54	437
APPROACH %'s :	48.57%	51.43%	49.19%	50.81%	45.19%	54.81%	50.00%	50.00%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	20	16	20	18	18	27	28	20	167
PEAK HR FACTOR :	0.714	0.667	0.625	0.563	0.643	0.844	0.700	0.714	0.870
	0.692		0.792		0.804		0.706		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	4	9	8	0	13	8	2	2	46
3:15 PM	2	2	7	5	13	13	4	2	48
3:30 PM	19	12	11	4	12	7	9	7	81
3:45 PM	2	7	13	2	16	3	9	11	63
4:00 PM	5	6	9	7	11	9	7	7	61
4:15 PM	4	2	16	15	14	13	3	6	73
4:30 PM	4	8	6	7	8	5	6	15	59
4:45 PM	3	3	16	5	12	13	2	2	56
5:00 PM	15	14	10	5	16	7	13	6	86
5:15 PM	3	9	18	2	16	8	14	9	79
5:30 PM	6	7	6	1	8	4	5	9	46
5:45 PM	4	5	13	7	6	12	6	19	72
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	71	84	133	60	145	102	80	95	770
APPROACH %'s :	45.81%	54.19%	68.91%	31.09%	58.70%	41.30%	45.71%	54.29%	
PEAK HR :	**03:45 PM - 04:45 PM**								TOTAL
PEAK HR VOL :	15	23	44	31	49	30	25	39	256
PEAK HR FACTOR :	0.750	0.719	0.688	0.517	0.766	0.577	0.694	0.650	0.877
	0.792		0.605		0.731		0.762		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lankershim Blvd & W Magnolia Blvd
City: North Hollywood

Project ID: 21-020259-003
Date: 9/1/2021

Peds_Kids

NS/EW Streets:	Lankershim Blvd		Lankershim Blvd		W Magnolia Blvd		W Magnolia Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	0	0	1	2	4
7:15 AM	0	1	2	2	1	0	0	0	6
7:30 AM	0	1	1	2	0	1	1	0	6
7:45 AM	2	3	0	1	0	3	2	0	11
8:00 AM	1	1	0	0	0	3	0	0	5
8:15 AM	0	1	0	1	0	1	0	1	4
8:30 AM	0	0	0	1	1	1	2	2	7
8:45 AM	0	1	2	0	4	0	0	2	9
9:00 AM	2	2	2	0	3	0	3	0	12
9:15 AM	0	2	2	0	3	1	0	0	8
9:30 AM	0	0	0	1	0	3	0	0	4
9:45 AM	0	0	2	0	1	1	0	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	12	11	9	13	14	9	7	80
APPROACH %'s :	29.41%	70.59%	55.00%	45.00%	48.15%	51.85%	56.25%	43.75%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	3	6	1	4	0	8	3	1	26
PEAK HR FACTOR :	0.375	0.500	0.250	0.500		0.667	0.375	0.250	0.591
	0.450		0.417		0.667		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	1	2	4	3	4	0	3	17
3:15 PM	1	3	6	0	1	1	3	5	20
3:30 PM	18	2	4	1	1	5	1	1	33
3:45 PM	0	2	3	1	1	3	0	1	11
4:00 PM	7	0	0	1	0	4	4	5	21
4:15 PM	1	0	1	2	2	4	4	3	17
4:30 PM	0	0	2	0	0	1	2	2	7
4:45 PM	0	2	1	4	2	1	3	1	14
5:00 PM	4	1	0	0	2	2	0	0	9
5:15 PM	6	1	0	0	1	4	1	2	15
5:30 PM	1	1	0	0	0	1	0	3	6
5:45 PM	0	3	1	0	4	0	0	1	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	38	16	20	13	17	30	18	27	179
APPROACH %'s :	70.37%	29.63%	60.61%	39.39%	36.17%	63.83%	40.00%	60.00%	
PEAK HR :	03:45 PM - 04:45 PM								TOTAL
PEAK HR VOL :	8	2	6	4	3	12	10	11	56
PEAK HR FACTOR :	0.286	0.250	0.500	0.500	0.375	0.750	0.625	0.550	0.667
	0.357		0.625		0.625		0.583		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lankershim Blvd & W Magnolia Blvd **Project ID:** 21-020259-003
City: North Hollywood **Date:** 9/1/2021

Pedestrians (Crosswalks)

NS/EW Streets:	Lankershim Blvd		Lankershim Blvd		W Magnolia Blvd		W Magnolia Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	2	4	5	3	1	5	20
7:15 AM	1	2	3	7	2	1	0	0	16
7:30 AM	7	7	5	10	2	7	11	5	54
7:45 AM	9	8	8	4	7	9	6	5	56
8:00 AM	4	5	4	3	3	10	10	7	46
8:15 AM	3	2	4	5	6	9	4	4	37
8:30 AM	2	1	5	4	10	9	4	5	40
8:45 AM	3	6	9	13	8	7	5	3	54
9:00 AM	4	3	9	4	11	6	11	4	52
9:15 AM	2	4	9	5	9	10	5	7	51
9:30 AM	3	6	2	6	6	10	3	10	46
9:45 AM	1	4	12	7	5	7	3	6	45
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	39	48	72	72	74	88	63	61	517
APPROACH %'s :	44.83%	55.17%	50.00%	50.00%	45.68%	54.32%	50.81%	49.19%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	23	22	21	22	18	35	31	21	193
PEAK HR FACTOR :	0.639	0.688	0.656	0.550	0.643	0.875	0.705	0.750	0.862
	0.662		0.717		0.828		0.765		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	4	10	10	4	16	12	2	5	63
3:15 PM	3	5	13	5	14	14	7	7	68
3:30 PM	37	14	15	5	13	12	10	8	114
3:45 PM	2	9	16	3	17	6	9	12	74
4:00 PM	12	6	9	8	11	13	11	12	82
4:15 PM	5	2	17	17	16	17	7	9	90
4:30 PM	4	8	8	7	8	6	8	17	66
4:45 PM	3	5	17	9	14	14	5	3	70
5:00 PM	19	15	10	5	18	9	13	6	95
5:15 PM	9	10	18	2	17	12	15	11	94
5:30 PM	7	8	6	1	8	5	5	12	52
5:45 PM	4	8	14	7	10	12	6	20	81
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	109	100	153	73	162	132	98	122	949
APPROACH %'s :	52.15%	47.85%	67.70%	32.30%	55.10%	44.90%	44.55%	55.45%	
PEAK HR :	03:45 PM - 04:45 PM								TOTAL
PEAK HR VOL :	23	25	50	35	52	42	35	50	312
PEAK HR FACTOR :	0.479	0.694	0.735	0.515	0.765	0.618	0.795	0.735	0.867
	0.667		0.625		0.712		0.850		

Prepared by National Data & Surveying Services

Lankershim Blvd & W Magnolia Blvd

Peak Hour Turning Movement Count

ID: 21-020259-003
City: North Hollywood

Day: Wednesday
Date: 09/01/2021

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	03:45 PM - 04:45 PM	03:00 PM - 06:00 PM

Lankershim Blvd – SOUTHBOUND

	↲	↓	↳	U-turn	⇧
AM	114	460	65	0	394
NOON	0	0	0	0	0
PM	108	437	92	1	879
Lanes	0	2	1	0	

W Magnolia Blvd – EASTBOUND

	AM	NOON	PM	Lanes
⇦	1050	0	1016	
U-turn	0	0	1	0
Left	115	0	171	1
Through	419	0	450	1
Right	151	0	202	1

W Magnolia Blvd – WESTBOUND

Lanes		PM	NOON	AM
1	Right	147	0	57
2	Through	780	0	816
1	Left	100	0	43
0	U-turn	1	0	0
	⇨	612	0	518

Lankershim Blvd – NORTHBOUND

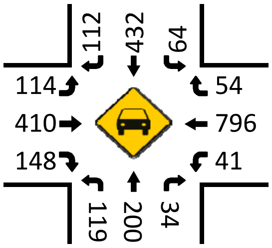
	⇩	U-turn	Left	Through	Right
Lanes		0	1	2	0
PM	741	2	127	560	69
NOON	0	0	0	0	0
AM	654	0	120	222	34

CONTROL

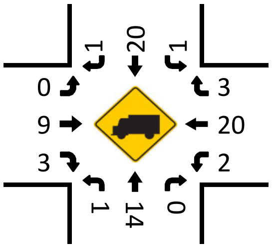
Signalized

	AM	NOON	PM
TEV	2616	0	3248
PHF	0.89		0.99

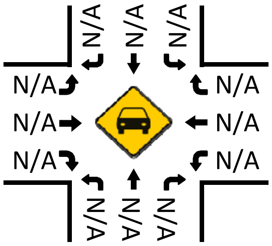
Cars (AM)



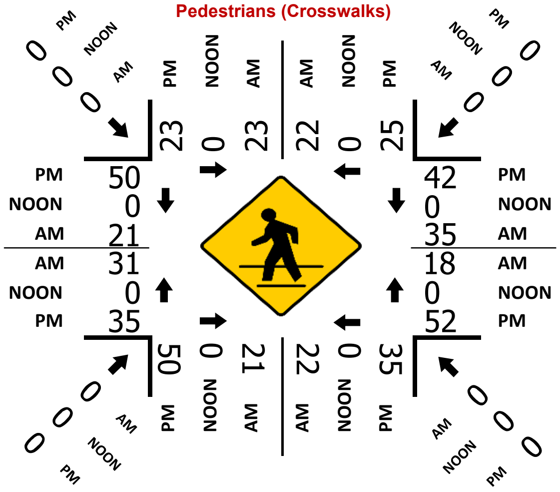
HT (AM)



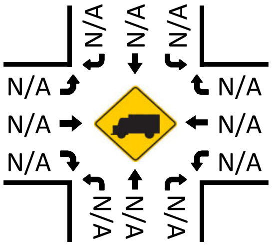
Cars (NOON)



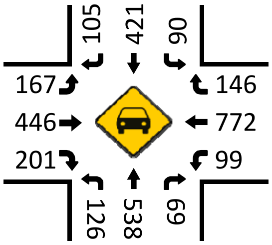
Pedestrians (Crosswalks)



HT (NOON)



Cars (PM)



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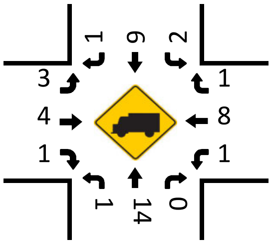

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Lankershim Blvd

East/West W Magnolia Blvd

Day: Wednesday Date: 09/01/2021 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	100	86	61	95
BIKES	17	22	17	18
BUSES	46	51	6	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	114	9.00	189	7.30	209	8.45	260	7.45
PM PK 15 MIN	199	16.15	176	15.45	221	15.45	280	16.00
AM PK HOUR	438	8.30	639	7.30	697	8.00	916	7.30
PM PK HOUR	763	16.15	662	15.00	836	16.45	1039	15.30

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	93	173	27	293	*7-8*	48	417	124	589	882	34	9	27	7
8-9	112	258	41	411	*8-9*	65	433	79	577	988	43	4	22	4
9-10	101	274	45	420	*9-10*	75	417	72	564	984	47	7	21	6
15-16	130	490	84	704	*15-16*	94	469	99	662	1366	50	21	57	27
16-17	145	540	62	747	*16-17*	93	416	118	627	1374	81	11	35	10
17-18	142	527	80	749	*17-18*	80	429	98	607	1356	62	1	63	17
TOTAL	723	2262	339	3324	TOTAL	455	2581	590	3626	6950	317	53	225	71

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	84	311	123	518	*7-8*	36	732	44	812	1330	27	6	31	5
8-9	126	406	165	697	*8-9*	48	702	61	811	1508	35	7	52	10
9-10	132	380	156	668	*9-10*	61	548	63	672	1340	46	3	52	12
15-16	172	413	171	756	*15-16*	80	784	129	993	1749	46	14	85	19
16-17	162	451	205	818	*16-17*	100	793	140	1033	1851	48	24	85	14
17-18	161	448	211	820	*17-18*	82	755	99	936	1756	81	7	77	14
TOTAL	837	2409	1031	4277	TOTAL	407	4314	536	5257	9534	283	61	382	74

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(951) 268-6268
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City of Los Angeles
N/S: Vineland Avenue
E/W: Hesby Street
Weather: Clear

File Name : 01_LAC_Vineland_Hesby_Tot_AM
Site Code : 04122191
Start Date : 3/10/2022
Page No : 1

Groups Printed- Total Volume

	Vineland Avenue Southbound				Hesby Street Westbound				Vineland Avenue Northbound				Hesby Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	187	3	190	0	0	0	0	0	71	4	75	3	0	7	10	275
07:15 AM	0	194	6	200	1	0	5	6	2	80	2	84	5	0	8	13	303
07:30 AM	0	215	2	217	0	0	1	1	1	89	1	91	3	0	8	11	320
07:45 AM	0	215	14	229	1	0	1	2	0	158	0	158	6	0	10	16	405
Total	0	811	25	836	2	0	7	9	3	398	7	408	17	0	33	50	1303
08:00 AM	0	184	7	191	0	0	7	7	1	123	3	127	9	0	8	17	342
08:15 AM	0	212	3	215	0	0	6	6	0	128	3	131	10	0	11	21	373
08:30 AM	0	163	13	176	0	0	2	2	1	111	3	115	6	0	17	23	316
08:45 AM	0	159	6	165	0	0	0	0	2	102	5	109	11	0	8	19	293
Total	0	718	29	747	0	0	15	15	4	464	14	482	36	0	44	80	1324
09:00 AM	0	156	12	168	0	0	5	5	0	118	2	120	16	0	7	23	316
09:15 AM	0	147	6	153	0	1	5	6	1	116	1	118	9	0	9	18	295
09:30 AM	0	150	5	155	0	1	3	4	1	109	4	114	10	0	11	21	294
09:45 AM	0	129	14	143	0	0	5	5	0	125	7	132	8	0	11	19	299
Total	0	582	37	619	0	2	18	20	2	468	14	484	43	0	38	81	1204
Grand Total	0	2111	91	2202	2	2	40	44	9	1330	35	1374	96	0	115	211	3831
Apprch %	0	95.9	4.1		4.5	4.5	90.9		0.7	96.8	2.5		45.5	0	54.5		
Total %	0	55.1	2.4	57.5	0.1	0.1	1	1.1	0.2	34.7	0.9	35.9	2.5	0	3	5.5	

	Vineland Avenue Southbound				Hesby Street Westbound				Vineland Avenue Northbound				Hesby Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**215**	2	217	0	0	1	1	**1**	89	1	91	3	0	8	11	320
07:45 AM	0	215	**14**	**229**	**1**	0	1	2	0	**158**	0	**158**	6	0	10	16	**405**
08:00 AM	0	184	7	191	0	0	**7**	**7**	1	123	**3**	127	9	0	8	17	342
08:15 AM	0	212	3	215	0	0	6	6	0	128	3	131	**10**	0	**11**	**21**	373
Total Volume	0	826	26	852	1	0	15	16	2	498	7	507	28	0	37	65	1440
% App. Total	0	96.9	3.1		6.2	0	93.8		0.4	98.2	1.4		43.1	0	56.9		
PHF	.000	.960	.464	.930	.250	.000	.536	.571	.500	.788	.583	.802	.700	.000	.841	.774	.889

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City of Los Angeles
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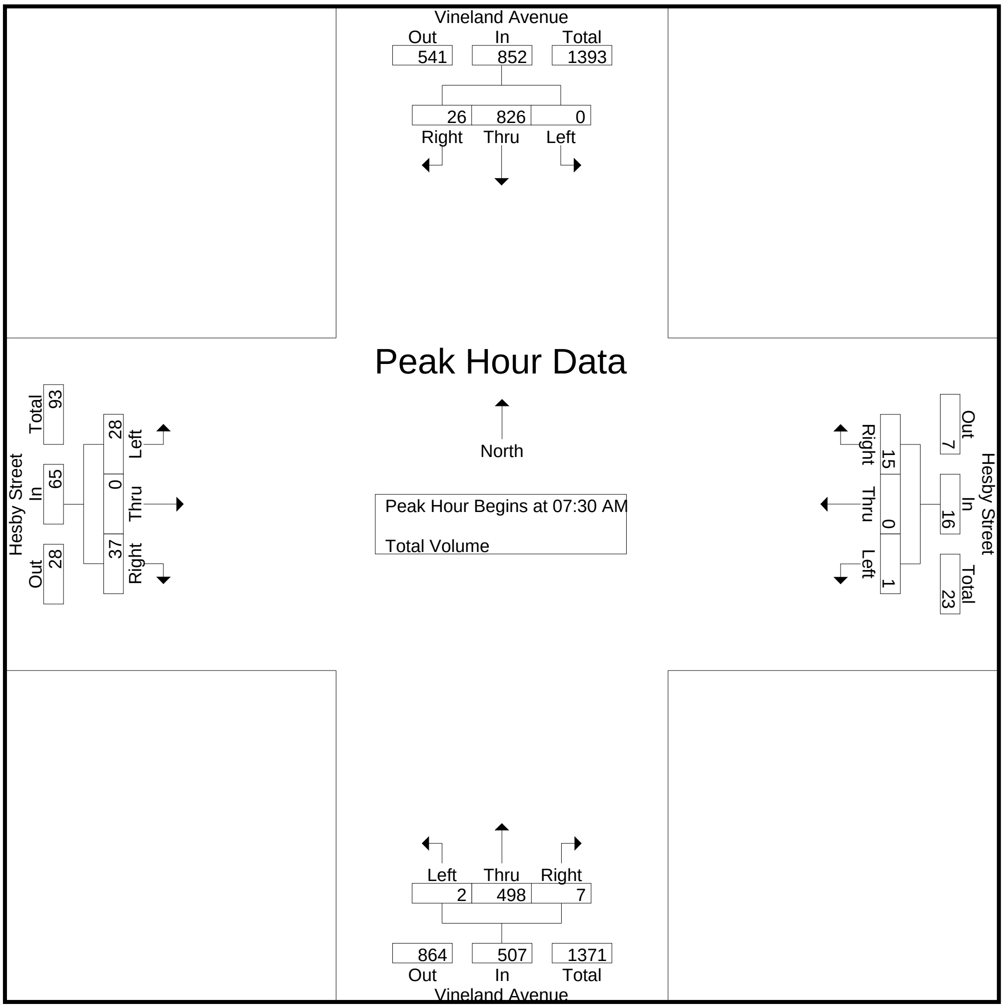
E/W: Hesby Street
Weather: Clear

File Name : 01_LAC_Vineland_Hesby_Tot_AM
Site Code : 04122191
Start Date : 3/10/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				09:00 AM				07:45 AM				08:15 AM			
+0 mins.	0	**215**	2	217	0	0	**5**	5	0	**158**	0	**158**	10	0	11	21
+15 mins.	0	215	**14**	**229**	0	**1**	5	**6**	**1**	123	**3**	127	6	0	**17**	**23**
+30 mins.	0	184	7	191	0	1	3	4	0	128	3	131	11	0	8	19
+45 mins.	0	212	3	215	0	0	5	5	1	111	3	115	**16**	0	7	23
Total Volume	0	826	26	852	0	2	18	20	2	520	9	531	43	0	43	86
% App. Total	0	96.9	3.1		0	10	90		0.4	97.9	1.7		50	0	50	
PHF	.000	.960	.464	.930	.000	.500	.900	.833	.500	.823	.750	.840	.672	.000	.632	.935

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City of Los Angeles
N/S: Vineland Avenue
E/W: Hesby Street
Weather: Clear

File Name : 01_LAC_Vineland_Hesby_Tot_PM
Site Code : 04122191
Start Date : 3/10/2022
Page No : 1

Groups Printed- Total Volume

	Vineland Avenue Southbound				Hesby Street Westbound				Vineland Avenue Northbound				Hesby Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	144	17	161	0	0	3	3	2	152	0	154	20	0	10	30	348
03:15 PM	0	127	15	142	0	1	5	6	1	216	5	222	13	0	8	21	391
03:30 PM	0	149	15	164	0	0	5	5	1	189	3	193	14	0	16	30	392
03:45 PM	0	172	10	182	1	0	4	5	0	194	6	200	8	0	9	17	404
Total	0	592	57	649	1	1	17	19	4	751	14	769	55	0	43	98	1535
04:00 PM	0	143	13	156	1	0	2	3	1	190	6	197	14	0	7	21	377
04:15 PM	0	143	21	164	0	0	8	8	0	173	6	179	9	0	18	27	378
04:30 PM	0	147	12	159	0	1	3	4	0	160	4	164	14	0	3	17	344
04:45 PM	0	124	23	147	0	0	8	8	0	203	3	206	10	0	11	21	382
Total	0	557	69	626	1	1	21	23	1	726	19	746	47	0	39	86	1481
05:00 PM	0	144	15	159	0	0	2	2	0	231	3	234	23	0	15	38	433
05:15 PM	0	153	23	176	0	0	6	6	0	219	5	224	15	0	9	24	430
05:30 PM	0	166	17	183	1	0	9	10	0	200	4	204	21	0	14	35	432
05:45 PM	0	135	19	154	0	0	6	6	0	194	7	201	18	0	9	27	388
Total	0	598	74	672	1	0	23	24	0	844	19	863	77	0	47	124	1683
Grand Total	0	1747	200	1947	3	2	61	66	5	2321	52	2378	179	0	129	308	4699
Apprch %	0	89.7	10.3		4.5	3	92.4		0.2	97.6	2.2		58.1	0	41.9		
Total %	0	37.2	4.3	41.4	0.1	0	1.3	1.4	0.1	49.4	1.1	50.6	3.8	0	2.7	6.6	

	Vineland Avenue Southbound				Hesby Street Westbound				Vineland Avenue Northbound				Hesby Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	144	15	159	0	0	2	2	0	**231**	3	**234**	**23**	0	**15**	**38**	**433**
05:15 PM	0	153	**23**	176	0	0	6	6	0	219	5	224	15	0	9	24	430
05:30 PM	0	**166**	17	**183**	**1**	0	**9**	**10**	0	200	4	204	21	0	14	35	432
05:45 PM	0	135	19	154	0	0	6	6	0	194	**7**	201	18	0	9	27	388
Total Volume	0	598	74	672	1	0	23	24	0	844	19	863	77	0	47	124	1683
% App. Total	0	89	11		4.2	0	95.8		0	97.8	2.2		62.1	0	37.9		
PHF	.000	.901	.804	.918	.250	.000	.639	.600	.000	.913	.679	.922	.837	.000	.783	.816	.972

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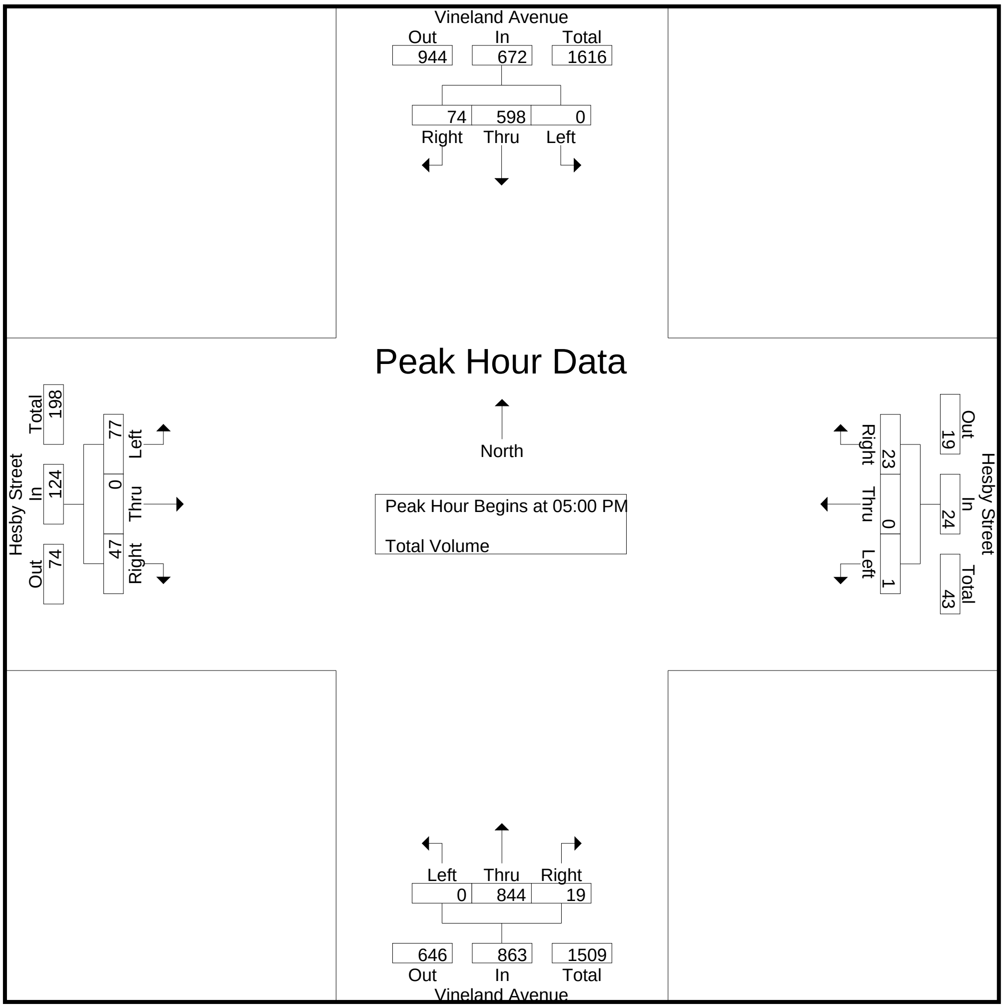
City of Los Angeles
N/S: Vineland Avenue
E/W: Hesby Street
Weather: Clear

File Name : 01_LAC_Vineland_Hesby_Tot_PM
Site Code : 04122191
Start Date : 3/10/2022
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	0	144	15	159	0	0	8	8	0	203	3	206	**23**	0	**15**	**38**
+15 mins.	0	153	**23**	176	0	0	2	2	0	**231**	3	**234**	15	0	9	24
+30 mins.	0	**166**	17	**183**	0	0	6	6	0	219	**5**	224	21	0	14	35
+45 mins.	0	135	19	154	**1**	0	**9**	**10**	0	200	4	204	18	0	9	27
Total Volume	0	598	74	672	1	0	25	26	0	853	15	868	77	0	47	124
% App. Total	0	89	11		3.8	0	96.2		0	98.3	1.7		62.1	0	37.9	
PHF	.000	.901	.804	.918	.250	.000	.694	.650	.000	.923	.750	.927	.837	.000	.783	.816

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City of Los Angeles
N/S: Vineland Avenue
E/W: Camarillo St / Lankershim Blvd
Weather: Clear

File Name : 02_LAC_Vineland_Lankershim_Tot_AM
Site Code : 04122191
Start Date : 3/10/2022
Page No : 1

Groups Printed- Total Volume

	Vineland Avenue Southbound						Camarillo Street Westbound						Lankershim Boulevard Northwestbound						Vineland Avenue Northbound						Camarillo Street Eastbound						Lankershim Boulevard Southeastbound						
Start Time	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
07:00 AM	1	20	157	26	2	206	2	6	59	7	1	75	0	13	38	16	1	68	2	6	48	3	0	59	0	3	20	2	15	40	1	7	65	28	9	110	558
07:15 AM	2	18	146	20	0	186	0	14	97	4	0	115	0	10	45	19	1	75	1	11	50	6	0	68	1	4	20	5	14	44	0	5	95	43	10	153	641
07:30 AM	4	41	185	19	2	251	1	18	92	6	3	120	0	12	43	14	5	74	3	6	56	2	0	67	0	14	37	6	10	67	0	12	137	43	11	203	782
07:45 AM	2	39	158	26	1	226	3	13	88	5	3	112	0	6	47	42	4	99	2	14	77	5	1	99	1	15	45	9	15	85	1	6	153	45	11	216	837
Total	9	118	646	91	5	869	6	51	336	22	7	422	0	41	173	91	11	316	8	37	231	16	1	293	2	36	122	22	54	236	2	30	450	159	41	682	2818
08:00 AM	0	29	124	16	1	170	4	16	79	8	1	108	0	9	52	32	6	99	8	25	71	8	2	114	2	6	47	19	9	83	0	11	108	49	16	184	758
08:15 AM	6	47	155	12	0	220	5	12	53	8	5	83	0	8	61	36	3	108	3	17	66	8	1	95	6	9	53	12	7	87	2	20	105	38	11	176	769
08:30 AM	3	25	115	16	1	160	1	12	72	12	3	100	0	13	60	26	4	103	11	18	53	7	0	89	3	5	54	10	10	82	0	7	112	36	11	166	700
08:45 AM	4	25	134	10	0	173	3	9	76	4	2	94	0	6	63	28	8	105	3	15	59	4	0	81	5	6	47	12	11	81	0	8	141	57	19	225	759
Total	13	126	528	54	2	723	13	49	280	32	11	385	0	36	236	122	21	415	25	75	249	27	3	379	16	26	201	53	37	333	2	46	466	180	57	751	2986
09:00 AM	5	18	124	16	1	164	4	7	55	7	4	77	0	5	63	27	7	102	8	22	70	7	0	107	0	5	39	14	7	65	0	12	105	43	19	179	694
09:15 AM	6	24	98	13	0	141	1	5	52	11	3	72	0	12	87	20	4	123	5	15	73	9	0	102	2	14	45	16	12	89	0	5	93	56	19	173	700
09:30 AM	5	23	111	11	0	150	4	10	46	11	6	77	0	10	72	28	3	113	5	16	60	11	0	92	5	11	33	18	9	76	1	4	90	46	17	158	666
09:45 AM	4	23	94	9	1	131	5	15	58	8	9	95	0	17	78	28	0	123	4	15	60	9	0	88	4	7	32	8	9	60	2	8	72	24	19	125	622
Total	20	88	427	49	2	586	14	37	211	37	22	321	0	44	300	103	14	461	22	68	263	36	0	389	11	37	149	56	37	290	3	29	360	169	74	635	2682
Grand Total	42	332	1601	194	9	2178	33	137	827	91	40	1128	0	121	709	316	46	1192	55	180	743	79	4	1061	29	99	472	131	128	859	7	105	1276	508	172	2068	8486
Apprch %	1.9	15.2	73.5	8.9	0.4		2.9	12.1	73.3	8.1	3.5		0	10.2	59.5	26.5	3.9		5.2	17	70	7.4	0.4		3.4	11.5	54.9	15.3	14.9		0.3	5.1	61.7	24.6	8.3		
Total %	0.5	3.9	18.9	2.3	0.1	25.7	0.4	1.6	9.7	1.1	0.5	13.3	0	1.4	8.4	3.7	0.5	14	0.6	2.1	8.8	0.9	0	12.5	0.3	1.2	5.6	1.5	1.5	10.1	0.1	1.2	15	6	2	24.4	

	Vineland Avenue Southbound						Camarillo Street Westbound						Lankershim Boulevard Northwestbound						Vineland Avenue Northbound						Camarillo Street Eastbound						Lankershim Boulevard Southeastbound						
Start Time	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																																					
Peak Hour for Entire Intersection Begins at 07:30 AM																																					
07:30 AM	4	41	**185**	19	**2**	**251**	1	**18**	**92**	6	3	**120**	0	**12**	43	14	5	74	3	6	56	2	0	67	0	14	37	6	10	67	0	12	137	43	11	203	782
07:45 AM	2	39	158	**26**	1	226	3	13	88	5	3	112	0	6	47	**42**	4	99	2	14	**77**	5	1	99	1	**15**	45	9	**15**	85	1	6	**153**	45	11	**216**	**837**
08:00 AM	0	29	124	16	1	170	4	16	79	**8**	1	108	0	9	52	32	**6**	99	**8**	**25**	71	**8**	**2**	**114**	2	6	47	**19**	9	83	0	11	108	**49**	**16**	184	758
08:15 AM	**6**	**47**	155	12	0	220	**5**	12	53	8	**5**	83	0	8	**61**	36	3	**108**	3	17	66	8	1	95	**6**	9	**53**	12	7	**87**	**2**	**20**	105	38	11	176	769
Total Volume	12	156	622	73	4	867	13	59	312	27	12	423	0	35	203	124	18	380	16	62	270	23	4	375	9	44	182	46	41	322	3	49	503	175	49	779	3146
% App. Total	1.4	18	71.7	8.4	0.5		3.1	13.9	73.8	6.4	2.8		0	9.2	53.4	32.6	4.7		4.3	16.5	72	6.1	1.1		2.8	13.7	56.5	14.3	12.7		0.4	6.3	64.6	22.5	6.3		
PHF	.500	.830	.841	.702	.500	.864	.650	.819	.848	.844	.600	.881	.000	.729	.832	.738	.750	.880	.500	.620	.877	.719	.500	.822	.375	.733	.858	.605	.683	.925	.375	.613	.822	.893	.766	.902	.940

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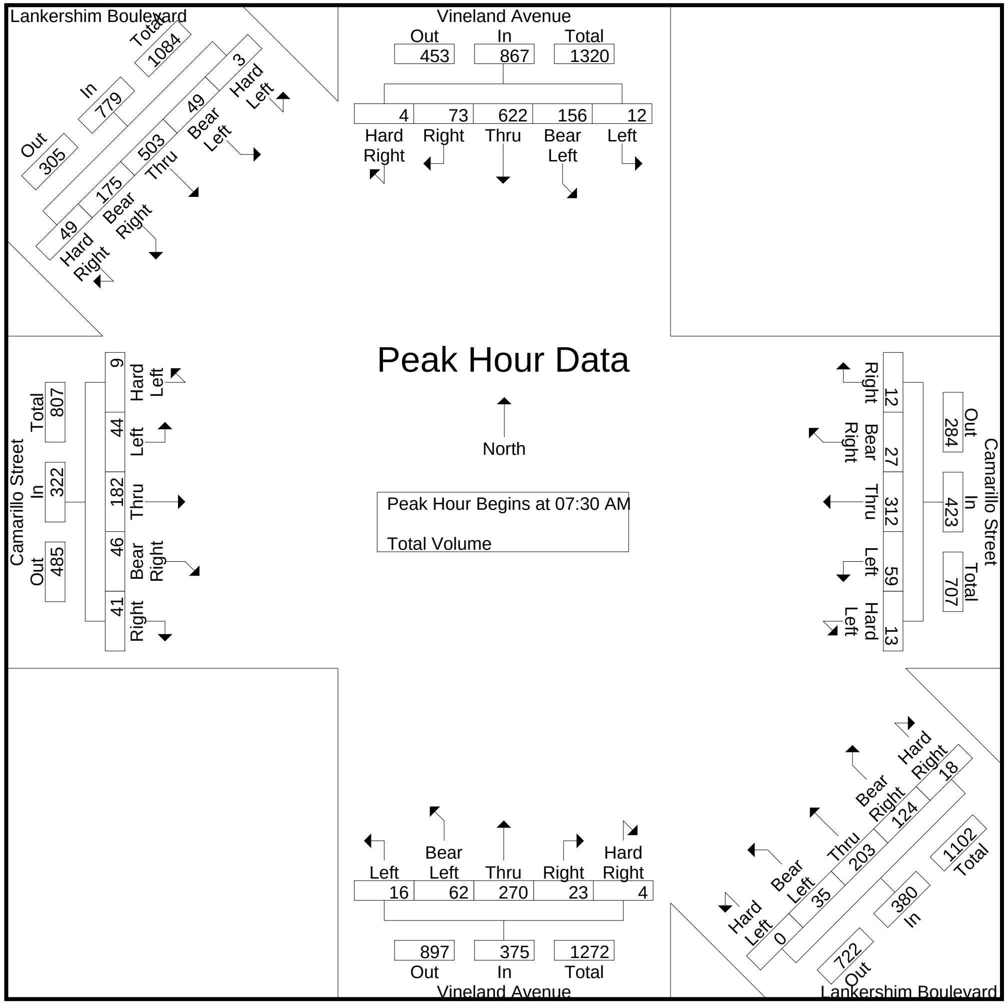
Weather: Clear

File Name : 02_LAC_Vineland_Lankershim_Tot_AM
Site Code : 04122191
Start Date : 3/10/2022
Page No : 2



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Site Code : 04122191
Start Date : 3/10/2022
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	Vineland Avenue Southbound						Camarillo Street Westbound						Lankershim Boulevard Northwestbound						Vineland Avenue Northbound						Camarillo Street Eastbound						Lankershim Boulevard Southeastbound						
Start Time	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																																					
Peak Hour for Each Approach Begins at:																																					
	07:00 AM						07:15 AM						09:00 AM						07:45 AM						07:45 AM						07:30 AM						
+0 mins.	1	20	157	**26**	**2**	206	0	14	**97**	4	0	115	0	5	63	27	**7**	102	2	14	**77**	5	1	99	1	**15**	45	9	**15**	85	0	12	137	43	11	203	
+15 mins.	2	18	146	20	0	186	1	**18**	92	6	**3**	**120**	0	12	**87**	20	4	**123**	8	**25**	71	**8**	**2**	**114**	2	6	47	**19**	9	83	1	6	**153**	45	11	**216**	
+30 mins.	**4**	**41**	**185**	19	2	**251**	3	13	88	5	3	112	0	10	72	**28**	3	113	3	17	66	8	1	95	**6**	9	53	12	7	**87**	0	11	108	**49**	**16**	184	
+45 mins.	2	39	158	26	1	226	**4**	16	79	**8**	1	108	0	**17**	78	28	0	123	**11**	18	53	7	0	89	3	5	**54**	10	10	82	**2**	**20**	105	38	11	176	
Total Volume	9	118	646	91	5	869	8	61	356	23	7	455	0	44	300	103	14	461	24	74	267	28	4	397	12	35	199	50	41	337	3	49	503	175	49	779	
% App. Total	1	13.6	74.3	10.5	0.6		1.8	13.4	78.2	5.1	1.5		0	9.5	65.1	22.3	3		6	18.6	67.3	7.1	1		3.6	10.4	59.1	14.8	12.2		0.4	6.3	64.6	22.5	6.3		
PHF	.563	.720	.873	.875	.625	.866	.500	.847	.918	.719	.583	.948	.000	.647	.862	.920	.500	.937	.545	.740	.867	.875	.500	.871	.500	.583	.921	.658	.683	.968	.375	.613	.822	.893	.766	.902	

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File Name : 02_LAC_Vineland_Lankershim_Tot_PM
Site Code : 04122191
Start Date : 3/10/2022
Page No : 1

Groups Printed- Total Volume

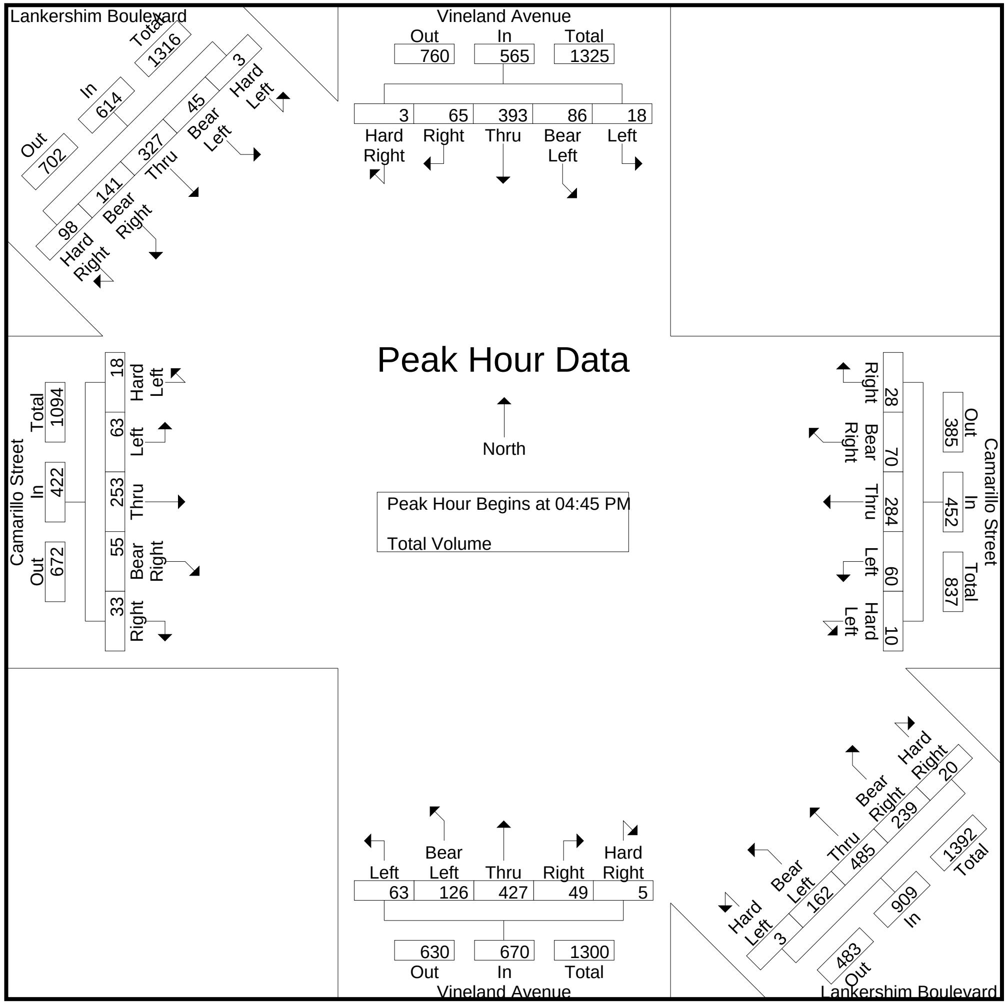
	Vineland Avenue Southbound						Camarillo Street Westbound						Lankershim Boulevard Northwestbound						Vineland Avenue Northbound						Camarillo Street Eastbound						Lankershim Boulevard Southeastbound						
Start Time	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
03:00 PM	5	21	111	19	1	157	3	15	61	11	8	98	0	15	114	47	7	183	11	23	103	9	2	148	2	15	40	7	12	76	2	14	95	34	29	174	836
03:15 PM	7	36	81	12	1	137	3	14	84	16	8	125	0	15	117	64	6	202	12	25	112	15	1	165	11	12	67	18	6	114	0	18	68	31	35	152	895
03:30 PM	4	12	97	12	0	125	1	18	79	16	8	122	0	23	124	61	7	215	12	32	105	21	2	172	3	16	66	18	18	121	5	6	82	38	33	164	919
03:45 PM	4	29	140	13	1	187	0	18	55	16	8	97	0	18	121	47	8	194	16	23	102	22	1	164	1	22	64	12	9	108	0	17	62	25	20	124	874
Total	20	98	429	56	3	606	7	65	279	59	32	442	0	71	476	219	28	794	51	103	422	67	6	649	17	65	237	55	45	419	7	55	307	128	117	614	3524
04:00 PM	1	24	89	13	2	129	5	10	67	12	8	102	0	13	136	50	7	206	8	33	86	14	1	142	5	21	69	10	6	111	0	9	68	30	23	130	820
04:15 PM	4	24	87	15	2	132	5	11	59	15	6	96	0	18	135	52	7	212	9	25	97	16	0	147	3	9	53	15	5	85	1	11	81	17	27	137	809
04:30 PM	4	24	102	9	3	142	1	18	67	21	4	111	0	17	110	59	9	195	20	33	88	9	0	150	8	7	67	5	12	99	1	12	87	35	21	156	853
04:45 PM	7	16	91	12	1	127	2	16	69	21	8	116	0	49	137	63	4	253	20	31	91	16	1	159	2	13	58	10	7	90	0	12	84	31	25	152	897
Total	16	88	369	49	8	530	13	55	262	69	26	425	0	97	518	224	27	866	57	122	362	55	2	598	18	50	247	40	30	385	2	44	320	113	96	575	3379
05:00 PM	4	25	89	20	0	138	2	17	76	17	6	118	0	21	141	73	5	240	17	22	125	12	1	177	4	17	64	17	16	118	0	9	86	42	19	156	947
05:15 PM	3	30	95	19	0	147	1	15	70	17	6	109	1	54	110	51	7	223	10	38	117	11	1	177	0	14	77	13	3	107	1	9	80	32	18	140	903
05:30 PM	4	15	118	14	2	153	5	12	69	15	8	109	2	38	97	52	4	193	16	35	94	10	2	157	12	19	54	15	7	107	2	15	77	36	36	166	885
05:45 PM	4	18	87	7	2	118	7	16	62	19	6	110	0	21	140	56	5	222	13	19	92	20	0	144	5	11	49	14	7	86	2	17	56	28	30	133	813
Total	15	88	389	60	4	556	15	60	277	68	26	446	3	134	488	232	21	878	56	114	428	53	4	655	21	61	244	59	33	418	5	50	299	138	103	595	3548
Grand Total	51	274	1187	165	15	1692	35	180	818	196	84	1313	3	302	1482	675	76	2538	164	339	1212	175	12	1902	56	176	728	154	108	1222	14	149	926	379	316	1784	10451
Apprch %	3	16.2	70.2	9.8	0.9		2.7	13.7	62.3	14.9	6.4		0.1	11.9	58.4	26.6	3		8.6	17.8	63.7	9.2	0.6		4.6	14.4	59.6	12.6	8.8		0.8	8.4	51.9	21.2	17.7		
Total %	0.5	2.6	11.4	1.6	0.1	16.2	0.3	1.7	7.8	1.9	0.8	12.6	0	2.9	14.2	6.5	0.7	24.3	1.6	3.2	11.6	1.7	0.1	18.2	0.5	1.7	7	1.5	1	11.7	0.1	1.4	8.9	3.6	3	17.1	

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

	Vineland Avenue Southbound						Camarillo Street Westbound						Lankershim Boulevard Northwestbound						Vineland Avenue Northbound						Camarillo Street Eastbound						Lankershim Boulevard Southeastbound						
Start Time	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
04:45 PM	**7**	16	91	12	1	127	2	16	69	**21**	**8**	116	0	49	137	63	4	**253**	**20**	31	91	**16**	1	159	2	13	58	10	7	90	0	12	84	31	25	152	897
05:00 PM	4	25	89	**20**	0	138	2	**17**	**76**	17	6	**118**	0	21	**141**	**73**	5	240	17	22	**125**	12	1	**177**	4	17	64	**17**	**16**	**118**	0	9	**86**	**42**	19	156	**947**
05:15 PM	3	**30**	95	19	0	147	1	15	70	17	6	109	1	**54**	110	51	**7**	223	10	**38**	117	11	1	177	0	14	**77**	13	3	107	1	9	80	32	18	140	903
05:30 PM	4	15	**118**	14	**2**	**153**	**5**	12	69	15	8	109	**2**	38	97	52	4	193	16	35	94	10	**2**	157	**12**	**19**	54	15	7	107	**2**	**15**	77	36	**36**	**166**	885
Total Volume	18	86	393	65	3	565	10	60	284	70	28	452	3	162	485	239	20	909	63	126	427	49	5	670	18	63	253	55	33	422	3	45	327	141	98	614	3632
% App. Total	3.2	15.2	69.6	11.5	0.5		2.2	13.3	62.8	15.5	6.2		0.3	17.8	53.4	26.3	2.2		9.4	18.8	63.7	7.3	0.7		4.3	14.9	60	13	7.8		0.5	7.3	53.3	23	16		
PHF	.643	.717	.833	.813	.375	.923	.500	.882	.934	.833	.875	.958	.375	.750	.860	.818	.714	.898	.788	.829	.854	.766	.625	.946	.375	.829	.821	.809	.516	.894	.375	.750	.951	.839	.681	.925	.959

City of Los Angeles
N/S: Vineland Avenue
E/W: Camarillo St / Lankershim Blvd
Weather: Clear

File Name : 02_LAC_Vineland_Lankershim_Tot_PM
Site Code : 04122191
Start Date : 3/10/2022



Counts Unlimited, Inc.
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City of Los Angeles
N/S: Vineland Avenue
E/W: Camarillo St / Lankershim Blvd
Weather: Clear

File Name : 02_LAC_Vineland_Lankershim_Tot_PM
Site Code : 04122191
Start Date : 3/10/2022
Page No : 3

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	Vineland Avenue Southbound						Camarillo Street Westbound						Lankershim Boulevard Northwestbound						Vineland Avenue Northbound						Camarillo Street Eastbound						Lankershim Boulevard Southeastbound						
Start Time	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Left	Bear Left	Thru	Right	Hard Right	App. Total	Hard Left	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
	03:00 PM						04:30 PM						04:30 PM						04:45 PM						03:15 PM						03:00 PM						
+0 mins.	5	21	111	**19**	**1**	157	1	**18**	67	**21**	4	111	0	17	110	59	**9**	195	**20**	31	91	**16**	1	159	**11**	12	67	**18**	6	114	2	14	**95**	34	29	**174**	
+15 mins.	**7**	**36**	81	12	1	137	**2**	16	69	21	**8**	116	0	49	137	63	4	**253**	17	22	**125**	12	1	**177**	3	16	66	18	**18**	**121**	0	**18**	68	31	**35**	152	
+30 mins.	4	12	97	12	0	125	2	17	**76**	17	6	**118**	0	21	**141**	**73**	5	240	10	**38**	117	11	1	177	1	**22**	64	12	9	108	**5**	6	82	**38**	33	164	
+45 mins.	4	29	**140**	13	1	**187**	1	15	70	17	6	109	**1**	**54**	110	51	7	223	16	35	94	10	**2**	157	5	21	**69**	10	6	111	0	17	62	25	20	124	
Total Volume	20	98	429	56	3	606	6	66	282	76	24	454	1	141	498	246	25	911	63	126	427	49	5	670	20	71	266	58	39	454	7	55	307	128	117	614	
% App. Total	3.3	16.2	70.8	9.2	0.5		1.3	14.5	62.1	16.7	5.3		0.1	15.5	54.7	27	2.7		9.4	18.8	63.7	7.3	0.7		4.4	15.6	58.6	12.8	8.6		1.1	9	50	20.8	19.1		
PHF	.714	.681	.766	.737	.750	.810	.750	.917	.928	.905	.750	.962	.250	.653	.883	.842	.694	.900	.788	.829	.854	.766	.625	.946	.455	.807	.964	.806	.542	.938	.350	.764	.808	.842	.836	.882	

APPENDIX D
Existing LOS Worksheets

5000 Vineland

Vistro File: J:\...\5000_Vineland_v3.vistro
Report File: J:\...\EXAM.pdf

Scenario 1 EXAM
7/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lankershim Bl/Magnolia Bl	Signalized	HCM 6th Edition	NB Left	0.624	45.7	D
2	Vineland Av/Magnolia Bl	Signalized	HCM 6th Edition	SB Left	0.606	34.5	C
3	Vineland Ave and Hesby St	Two-way stop	HCM 6th Edition	WB Left	0.009	21.8	C
4	Vineland Ave/Lankershim Bl/Camarillo St	Signalized	HCM 6th Edition	NBL2	0.573	112.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Lankershim Bl/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	45.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	230.00	100.00	100.00	95.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	121	224	34	66	465	115	116	423	153	43	824	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	224	34	66	465	115	116	423	153	43	824	58
Peak Hour Factor	0.9040	0.9040	0.9040	0.8450	0.8450	0.8450	0.8390	0.8390	0.8390	0.8810	0.8810	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	62	9	20	138	34	35	126	46	12	234	16
Total Analysis Volume [veh/h]	134	248	38	78	550	136	138	504	182	49	935	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	37.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	8	10	0	8	10	0	0	10	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	3.6	4.1	0.0	3.6	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.4	0.0	2.0	1.4	0.0	1.8	1.6	0.0	0.0	1.6	0.0
Split [s]	0	42	0	18	60	0	18	60	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	22	0	0	21	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	3.6	3.5	0.0	3.4	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No	No		No	No			No	
Maximum Recall		Yes		No	Yes		No	Yes			Yes	
Pedestrian Recall		Yes		No	Yes		No	Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.60	5.50	5.50	5.40	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.60	3.50	3.50	3.40	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	37	37	37	12	55	55	13	54	54	36	36	36
g / C, Green / Cycle	0.30	0.30	0.30	0.10	0.45	0.45	0.11	0.45	0.45	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.20	0.09	0.09	0.05	0.21	0.21	0.09	0.30	0.13	0.07	0.29	0.05
s, saturation flow rate [veh/h]	680	1683	1606	1603	1683	1569	1603	1683	1431	680	3204	1431
c, Capacity [veh/h]	156	512	489	166	764	713	168	762	647	95	969	433
d1, Uniform Delay [s]	53.92	31.80	31.84	50.71	22.65	22.66	52.59	25.67	20.61	57.77	41.22	30.60
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	42.09	1.39	1.48	9.31	2.02	2.18	34.24	4.49	1.08	18.48	21.52	0.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.28	0.29	0.47	0.46	0.47	0.82	0.66	0.28	0.51	0.96	0.15
d, Delay for Lane Group [s/veh]	96.01	33.18	33.32	60.02	24.66	24.84	86.83	30.17	21.69	76.24	62.74	31.35
Lane Group LOS	F	C	C	E	C	C	F	C	C	E	E	C
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.91	3.43	3.33	2.64	7.30	6.87	5.67	12.01	3.40	1.98	16.34	1.50
50th-Percentile Queue Length [ft/ln]	147.63	85.66	83.35	66.06	182.58	171.67	141.75	300.13	84.98	49.52	408.52	37.47
95th-Percentile Queue Length [veh/ln]	9.89	6.17	6.00	4.76	11.74	11.16	9.58	17.69	6.12	3.57	22.97	2.70
95th-Percentile Queue Length [ft/ln]	247.27	154.19	150.03	118.91	293.38	279.11	239.38	442.19	152.96	89.13	574.26	67.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	96.01	33.24	33.32	60.02	24.73	24.84	86.83	30.17	21.69	76.24	62.74	31.35
Movement LOS	F	C	C	E	C	C	F	C	C	E	E	C
d_A, Approach Delay [s/veh]	53.27			28.35			37.78			61.39		
Approach LOS	D			C			D			E		
d_I, Intersection Delay [s/veh]	45.66											
Intersection LOS	D											
Intersection V/C	0.624											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.618	2.551	2.900	2.639
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	608	908	905	605
d_b, Bicycle Delay [s]	29.05	17.88	17.99	29.19
I_b,int, Bicycle LOS Score for Intersection	1.906	2.190	2.919	2.426
Bicycle LOS	A	B	C	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Vineland Av/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	34.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	130.00	100.00	195.00	185.00	100.00	150.00	90.00	100.00	160.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	108	468	69	171	693	216	46	450	24	73	547	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	468	69	171	693	216	46	450	24	73	547	99
Peak Hour Factor	0.9550	0.9550	0.9550	0.9220	0.9220	0.9220	0.8900	0.8900	0.8900	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	123	18	46	188	59	13	126	7	20	149	27
Total Analysis Volume [veh/h]	113	490	72	185	752	234	52	506	27	80	596	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	0	10	10	0	0	10	0	0	10	0
Maximum Green [s]	15	20	0	15	20	0	0	30	0	0	30	0
Amber [s]	3.6	4.4	0.0	3.9	4.4	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	2.0	0.8	0.0	2.0	0.8	0.0	0.0	1.7	0.0	0.0	1.7	0.0
Split [s]	18	31	0	18	31	0	0	41	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.6	3.2	0.0	3.9	3.2	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	Yes		No	Yes			Yes			Yes	
Pedestrian Recall	No	Yes		No	Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.20	5.20	5.90	5.20	5.20	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.20	3.20	3.90	3.20	3.20	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	12	26	26	12	26	26	35	35	35	35	35	35
g / C, Green / Cycle	0.14	0.29	0.29	0.13	0.29	0.29	0.39	0.39	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.07	0.15	0.05	0.12	0.23	0.16	0.08	0.30	0.02	0.10	0.21	0.22
s, saturation flow rate [veh/h]	1603	3204	1431	1603	3204	1431	669	1683	1431	784	1683	1594
c, Capacity [veh/h]	221	919	410	215	919	410	213	654	556	161	654	620
d1, Uniform Delay [s]	35.99	27.03	24.11	38.11	29.92	27.38	31.29	24.03	17.13	40.24	21.40	21.41
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.23	2.22	0.93	33.28	8.05	5.67	2.70	8.64	0.16	10.46	3.33	3.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.53	0.18	0.86	0.82	0.57	0.24	0.77	0.05	0.50	0.55	0.55
d, Delay for Lane Group [s/veh]	44.22	29.25	25.04	71.39	37.97	33.04	33.98	32.67	17.29	50.70	24.73	24.94
Lane Group LOS	D	C	C	E	D	C	C	C	B	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	2.77	4.61	1.24	5.91	8.37	4.83	1.13	10.54	0.37	2.21	6.30	6.02
50th-Percentile Queue Length [ft/ln]	69.37	115.16	30.99	147.86	209.29	120.69	28.15	263.45	9.16	55.20	157.62	150.51
95th-Percentile Queue Length [veh/ln]	4.99	8.13	2.23	9.90	13.12	8.43	2.03	15.86	0.66	3.97	10.42	10.04
95th-Percentile Queue Length [ft/ln]	124.87	203.16	55.78	247.58	327.92	210.78	50.67	396.55	16.50	99.37	260.57	251.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.22	29.25	25.04	71.39	37.97	33.04	33.98	32.67	17.29	50.70	24.81	24.94
Movement LOS	D	C	C	E	D	C	C	C	B	D	C	C
d_A, Approach Delay [s/veh]	31.31			42.27			32.08			27.47		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	34.50											
Intersection LOS	C											
Intersection V/C	0.606											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.815	2.822	2.701	2.508
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	573	573	778	778
d_b, Bicycle Delay [s]	22.90	22.90	16.81	16.81
I_b,int, Bicycle LOS Score for Intersection	2.116	2.526	2.525	2.206
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 3: Vineland Ave and Hesby St

Control Type:	Two-way stop	Delay (sec / veh):	21.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑↱		↑↑		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	498	7	0	826	1	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	498	7	0	826	1	15
Peak Hour Factor	0.8020	0.8020	1.0000	0.9300	0.5710	0.5710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	155	2	0	222	0	7
Total Analysis Volume [veh/h]	621	9	0	888	2	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.01	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	21.84	10.55
Movement LOS	A	A		A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	3.70	3.70
d_A, Approach Delay [s/veh]	0.00		0.00		11.36	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 4: Vineland Ave/Lankershim Bl/Camarillo St

Control Type:	Signalized	Delay (sec / veh):	112.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	1	1	0	0	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	100.00	160.00	270.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	16	62	270	0	27	12	156	622	0	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	62	270	0	27	12	156	622	0	77
Peak Hour Factor	1.0000	0.8220	0.8220	1.0000	0.8220	0.8640	0.8640	0.8640	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	19	82	0	8	3	45	180	0	19
Total Analysis Volume [veh/h]	16	75	328	0	33	14	181	720	0	77
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPerm	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv
Signal Group	1	0	6	0	0	5	5	2	0	0
Auxiliary Signal Groups										
Lead / Lag	Lag	-	-	-	-	Lag	Lag	-	-	-
Minimum Green [s]	20	0	12	0	0	14	14	12	0	0
Maximum Green [s]	20	0	40	0	0	20	20	40	0	0
Amber [s]	3.6	0.0	4.4	0.0	0.0	3.9	3.9	4.4	0.0	0.0
All red [s]	2.0	0.0	3.3	0.0	0.0	2.0	2.0	3.3	0.0	0.0
Split [s]	28	0	55	0	0	28	28	55	0	0
Vehicle Extension [s]	3.0	0.0	4.8	0.0	0.0	3.0	3.0	3.4	0.0	0.0
Walk [s]	5	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	10	0	20	0	0	0	0	40	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.6	0.0	5.7	0.0	0.0	5.9	5.9	5.7	0.0	0.0
Minimum Recall	No		Yes				No	Yes		
Maximum Recall	No		No				No	No		
Pedestrian Recall	No		No				No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	7.70	7.70	7.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	5.70	5.70	5.70
g_i, Effective Green Time [s]	0	0	0	47	47	47
g / C, Green / Cycle	0.00	0.00	0.00	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.37	0.10	0.02	0.21	0.22	0.05
s, saturation flow rate [veh/h]	245	3204	1431	918	3204	1431
c, Capacity [veh/h]	40	0	0	271	842	376
d1, Uniform Delay [s]	90.00	0.00	0.00	63.99	63.09	51.70
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	645.16	0.00	0.00	15.18	10.82	1.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.28	10000.00	10000.00	0.72	0.86	0.20
d, Delay for Lane Group [s/veh]	735.16	0.00	0.00	79.17	73.91	52.93
Lane Group LOS	F	F	F	E	E	D
Critical Lane Group	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.58	0.00	0.00	9.69	17.04	2.89
50th-Percentile Queue Length [ft/ln]	114.61	0.00	0.00	242.31	426.04	72.34
95th-Percentile Queue Length [veh/ln]	8.10	0.00	0.00	14.80	23.81	5.21
95th-Percentile Queue Length [ft/ln]	202.39	0.00	0.00	369.96	595.29	130.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	735.16	735.16	0.00	0.00	0.00	79.17	79.17	73.91	0.00	52.93
Movement LOS	F	F	A		A	E	E	E		D
d_A, Approach Delay [s/veh]	148.01					73.31				
Approach LOS	F					E				
d_I, Intersection Delay [s/veh]	112.83									
Intersection LOS	F									
Intersection V/C	0.573									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.931	2.796
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	526
d_b, Bicycle Delay [s]	90.00	48.91
I_b,int, Bicycle LOS Score for Intersection	1.919	2.366
Bicycle LOS	A	B

Intersection Setup

Name										
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	1	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	53	0	182	0	87	0	72	312	27	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	0	182	0	87	0	72	312	27	12
Peak Hour Factor	0.9250	1.0000	0.9250	1.0000	0.9250	1.0000	0.8810	0.8810	1.0000	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	49	0	24	0	20	89	7	3
Total Analysis Volume [veh/h]	57	0	197	0	94	0	82	354	27	14
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the e	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	4	0	0	0	0	4	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	12	0	0	0	0	12	0	0
Maximum Green [s]	0	0	40	0	0	0	0	40	0	0
Amber [s]	0.0	0.0	4.3	0.0	0.0	0.0	0.0	4.3	0.0	0.0
All red [s]	0.0	0.0	2.7	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Split [s]	0	0	56	0	0	0	0	56	0	0
Vehicle Extension [s]	0.0	0.0	4.7	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	0	42	0	0	0	0	42	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	49	49	49	49	49	49
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.09	0.11	0.12	0.12
s, saturation flow rate [veh/h]	657	1683	1505	724	1683	1623
c, Capacity [veh/h]	146	458	410	175	458	442
d1, Uniform Delay [s]	69.24	52.35	52.58	67.23	54.10	54.17
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.64	1.91	2.28	8.79	3.01	3.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.33	0.34	0.47	0.44	0.44
d, Delay for Lane Group [s/veh]	76.87	54.25	54.86	76.02	57.12	57.35
Lane Group LOS	E	D	D	E	E	E
Critical Lane Group	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.75	5.78	5.46	3.92	8.00	7.81
50th-Percentile Queue Length [ft/ln]	68.65	144.38	136.41	98.07	199.89	195.19
95th-Percentile Queue Length [veh/ln]	4.94	9.72	9.29	7.06	12.63	12.39
95th-Percentile Queue Length [ft/ln]	123.57	242.91	232.18	176.53	315.83	309.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	76.87	0.00	54.40	0.00	54.86	0.00	76.02	57.22	57.35	57.35
Movement LOS	E		D		D		E	E	E	E
d_A, Approach Delay [s/veh]	58.20					60.46				
Approach LOS	E					E				
d_I, Intersection Delay [s/veh]	112.83									
Intersection LOS	F									
Intersection V/C	0.573									

Other Modes

g_Walk,mi, Effective Walk Time [s]	32.2	32.2
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	60.68	60.68
I_p,int, Pedestrian LOS Score for Intersection	2.711	2.884
Crosswalk LOS	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	544	544
d_b, Bicycle Delay [s]	47.67	47.67
I_b,int, Bicycle LOS Score for Intersection	1.847	1.942
Bicycle LOS	A	A

Intersection Setup

Name										
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left2	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	35	203	124	18	0	52	503	0	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	35	203	124	18	0	52	503	0	224
Peak Hour Factor	1.0000	0.8800	1.0000	0.8800	0.8800	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	51	35	5	0	13	126	0	56
Total Analysis Volume [veh/h]	0	40	203	141	20	0	52	503	0	224
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	3	0	0	0	0	3	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	15	0	0	0	0	15	0	0
Maximum Green [s]	0	0	60	0	0	0	0	60	0	0
Amber [s]	0.0	0.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	0.0
All red [s]	0.0	0.0	3.7	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Split [s]	0	0	40	0	0	0	0	40	0	0
Vehicle Extension [s]	0.0	0.0	4.4	0.0	0.0	0.0	0.0	4.4	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.8	0.0	0.0	0.0	0.0	5.8	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.80	7.80	7.80	7.80	7.80	7.80	7.80
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.80	5.80	5.80	5.80	5.80	5.80	5.80
g_i, Effective Green Time [s]	32	32	32	32	32	32	32
g / C, Green / Cycle	0.18	0.18	0.18	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.09	0.08	0.08	0.08	0.08	0.23	0.23
s, saturation flow rate [veh/h]	466	1683	1577	1431	656	1683	1510
c, Capacity [veh/h]	40	301	282	256	105	301	270
d1, Uniform Delay [s]	90.00	65.66	65.78	65.95	79.38	73.90	73.90
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	142.30	4.32	4.79	5.55	15.80	145.22	149.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	0.42	0.43	0.45	0.50	1.27	1.28
d, Delay for Lane Group [s/veh]	232.30	69.98	70.56	71.50	95.19	219.12	223.51
Lane Group LOS	F	E	E	E	F	F	F
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.47	5.63	5.43	5.14	2.84	26.14	23.78
50th-Percentile Queue Length [ft/ln]	86.64	140.76	135.72	128.41	71.05	653.52	594.48
95th-Percentile Queue Length [veh/ln]	6.24	9.52	9.25	8.85	5.12	38.71	35.63
95th-Percentile Queue Length [ft/ln]	155.96	238.04	231.25	221.33	127.89	967.67	890.87

Movement, Approach, & Intersection Results

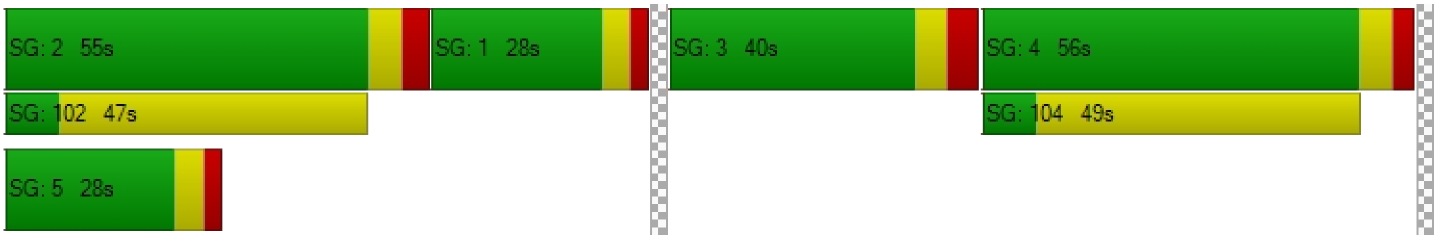
d_M, Delay for Movement [s/veh]	0.00	232.30	70.20	71.50	70.56	0.00	95.19	220.17	0.00	223.51
Movement LOS		F	E	E	E		F	F		F
d_A, Approach Delay [s/veh]	86.66					212.79				
Approach LOS	F					F				
d_I, Intersection Delay [s/veh]	112.83									
Intersection LOS	F									
Intersection V/C	0.573									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.913	2.677
Crosswalk LOS	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	358	358
d_b, Bicycle Delay [s]	60.68	60.68
I_b,int, Bicycle LOS Score for Intersection	1.777	2.202
Bicycle LOS	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



5000 Vineland

Vistro File: J:\...\5000_Vineland_v3.vistro

Scenario 2 EXPM

Report File: J:\...\EXPM.pdf

7/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lankershim Bl/Magnolia Bl	Signalized	HCM 6th Edition	WB Left	0.652	50.2	D
2	Vineland Av/Magnolia Bl	Signalized	HCM 6th Edition	SB Left	0.697	39.2	D
3	Vineland Ave and Hesby St	Two-way stop	HCM 6th Edition	WB Left	0.012	27.2	D
4	Vineland Ave/Lankershim Bl/Camarillo St	Signalized	HCM 6th Edition	NBL2	0.685	251.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Lankershim Bl/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	50.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	230.00	100.00	100.00	95.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	128	566	72	93	441	110	173	455	205	101	788	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	566	72	93	441	110	173	455	205	101	788	149
Peak Hour Factor	0.9520	0.9520	0.9520	0.9060	0.9060	0.9060	0.9320	0.9320	0.9320	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	149	19	26	122	30	46	122	55	28	215	41
Total Analysis Volume [veh/h]	134	595	76	103	487	121	186	488	220	110	858	162
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	37.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	8	10	0	8	10	0	0	10	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	3.6	4.1	0.0	3.6	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.4	0.0	2.0	1.4	0.0	1.8	1.6	0.0	0.0	1.6	0.0
Split [s]	0	42	0	18	60	0	18	60	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	22	0	0	21	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	3.6	3.5	0.0	3.4	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No	No		No	No			No	
Maximum Recall		Yes		No	Yes		No	Yes			Yes	
Pedestrian Recall		Yes		No	Yes		No	Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.60	5.50	5.50	5.40	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.60	3.50	3.50	3.40	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	37	37	37	12	55	55	13	54	54	36	36	36
g / C, Green / Cycle	0.30	0.30	0.30	0.10	0.45	0.45	0.11	0.45	0.45	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.18	0.20	0.20	0.06	0.19	0.19	0.12	0.29	0.15	0.17	0.27	0.11
s, saturation flow rate [veh/h]	731	1683	1617	1603	1683	1569	1603	1683	1431	666	3204	1431
c, Capacity [veh/h]	178	512	492	166	764	713	168	762	647	101	969	433
d1, Uniform Delay [s]	51.45	36.46	36.47	51.55	21.97	22.00	53.70	25.33	21.25	58.47	39.86	32.92
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	25.03	6.77	7.06	16.31	1.63	1.76	100.34	4.11	1.42	113.80	11.67	2.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.67	0.67	0.62	0.41	0.41	1.11	0.64	0.34	1.08	0.89	0.37
d, Delay for Lane Group [s/veh]	76.48	43.23	43.53	67.86	23.61	23.76	154.04	29.44	22.68	172.27	51.54	35.39
Lane Group LOS	E	D	D	E	C	C	F	C	C	F	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.32	9.68	9.35	3.72	6.25	5.89	9.76	11.43	4.25	6.30	13.50	4.02
50th-Percentile Queue Length [ft/ln]	132.98	242.02	233.82	93.07	156.35	147.26	243.96	285.76	106.28	157.45	337.59	100.43
95th-Percentile Queue Length [veh/ln]	9.10	14.78	14.37	6.70	10.36	9.87	15.48	16.98	7.63	10.86	19.53	7.23
95th-Percentile Queue Length [ft/ln]	227.54	369.58	359.21	167.53	258.89	246.77	386.90	424.38	190.81	271.42	488.25	180.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	76.48	43.36	43.53	67.86	23.66	23.76	154.04	29.44	22.68	172.27	51.54	35.39
Movement LOS	E	D	D	E	C	C	F	C	C	F	D	D
d_A, Approach Delay [s/veh]	48.89			30.08			53.70			60.98		
Approach LOS	D			C			D			E		
d_I, Intersection Delay [s/veh]	50.18											
Intersection LOS	D											
Intersection V/C	0.652											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.786	2.636	2.896	2.664
Crosswalk LOS	C	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	608	908	905	605
d_b, Bicycle Delay [s]	29.05	17.88	17.99	29.19
I_b,int, Bicycle LOS Score for Intersection	2.224	2.146	3.035	2.492
Bicycle LOS	B	B	C	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Vineland Av/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	39.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	130.00	100.00	195.00	185.00	100.00	150.00	90.00	100.00	160.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	135	724	170	198	571	164	84	512	40	93	680	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	724	170	198	571	164	84	512	40	93	680	143
Peak Hour Factor	0.9470	0.9470	0.9470	0.9270	0.9270	0.9270	0.9380	0.9380	0.9380	0.9330	0.9330	0.9330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	191	45	53	154	44	22	136	11	25	182	38
Total Analysis Volume [veh/h]	143	765	180	214	616	177	90	546	43	100	729	153
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	0	10	10	0	0	10	0	0	10	0
Maximum Green [s]	15	20	0	15	20	0	0	30	0	0	30	0
Amber [s]	3.6	4.4	0.0	3.9	4.4	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	2.0	0.8	0.0	2.0	0.8	0.0	0.0	1.7	0.0	0.0	1.7	0.0
Split [s]	18	31	0	18	31	0	0	41	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.6	3.2	0.0	3.9	3.2	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	Yes		No	Yes			Yes			Yes	
Pedestrian Recall	No	Yes		No	Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.20	5.20	5.90	5.20	5.20	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.20	3.20	3.90	3.20	3.20	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	12	26	26	12	26	26	35	35	35	35	35	35
g / C, Green / Cycle	0.14	0.29	0.29	0.13	0.29	0.29	0.39	0.39	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.09	0.24	0.13	0.13	0.19	0.12	0.16	0.32	0.03	0.13	0.27	0.27
s, saturation flow rate [veh/h]	1603	3204	1431	1603	3204	1431	566	1683	1431	744	1683	1583
c, Capacity [veh/h]	221	919	410	215	919	410	160	654	556	134	654	616
d1, Uniform Delay [s]	36.73	30.08	26.19	38.91	28.35	26.13	39.40	24.88	17.33	43.21	23.02	23.02
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.78	8.74	3.39	59.56	3.89	3.29	13.63	11.93	0.27	30.67	5.99	6.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.83	0.44	0.99	0.67	0.43	0.56	0.83	0.08	0.74	0.69	0.69
d, Delay for Lane Group [s/veh]	50.51	38.82	29.58	98.47	32.23	29.42	53.04	36.81	17.60	73.87	29.01	29.37
Lane Group LOS	D	D	C	F	C	C	D	D	B	E	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	3.78	8.63	3.46	8.20	6.20	3.39	2.59	12.19	0.59	3.36	8.81	8.34
50th-Percentile Queue Length [ft/ln]	94.42	215.67	86.60	204.92	154.90	84.86	64.87	304.64	14.78	83.93	220.14	208.62
95th-Percentile Queue Length [veh/ln]	6.80	13.44	6.24	12.89	10.28	6.11	4.67	17.91	1.06	6.04	13.67	13.08
95th-Percentile Queue Length [ft/ln]	169.95	336.09	155.89	322.31	256.96	152.75	116.77	447.77	26.61	151.07	341.81	327.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.51	38.82	29.58	98.47	32.23	29.42	53.04	36.81	17.60	73.87	29.15	29.37
Movement LOS	D	D	C	F	C	C	D	D	B	E	C	C
d_A, Approach Delay [s/veh]	38.83			45.82			37.74			33.74		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	39.17											
Intersection LOS	D											
Intersection V/C	0.697											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.895	2.908	2.733	2.599
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	573	573	778	778
d_b, Bicycle Delay [s]	22.90	22.90	16.81	16.81
I_b,int, Bicycle LOS Score for Intersection	2.457	2.390	2.680	2.370
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Vineland Ave and Hesby St

Control Type:	Two-way stop	Delay (sec / veh):	27.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑↱		↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	844	19	0	598	1	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	844	19	0	598	1	23
Peak Hour Factor	0.9220	0.9220	1.0000	0.9180	0.6000	0.6000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	229	5	0	163	0	10
Total Analysis Volume [veh/h]	915	21	0	651	2	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.01	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	27.17	12.18
Movement LOS	A	A		A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.26	0.26
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	6.58	6.58
d_A, Approach Delay [s/veh]	0.00		0.00		12.93	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 4: Vineland Ave/Lankershim Bl/Camarillo St

Control Type:	Signalized	Delay (sec / veh):	251.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.685

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration	↰↖↑↑↱					↰↑↑↗				
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	1	1	0	0	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	100.00	160.00	270.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	63	126	427	0	54	18	86	393	0	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	126	427	0	54	18	86	393	0	68
Peak Hour Factor	1.0000	0.9460	0.9460	1.0000	0.9460	0.9230	0.9230	0.9230	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	33	113	0	14	5	23	106	0	17
Total Analysis Volume [veh/h]	63	133	451	0	57	20	93	426	0	68
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the e	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPerm	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv
Signal Group	1	0	6	0	0	5	5	2	0	0
Auxiliary Signal Groups										
Lead / Lag	Lag	-	-	-	-	Lag	Lag	-	-	-
Minimum Green [s]	20	0	12	0	0	14	14	12	0	0
Maximum Green [s]	20	0	40	0	0	20	20	40	0	0
Amber [s]	3.6	0.0	4.4	0.0	0.0	3.9	3.9	4.4	0.0	0.0
All red [s]	2.0	0.0	3.3	0.0	0.0	2.0	2.0	3.3	0.0	0.0
Split [s]	28	0	55	0	0	28	28	55	0	0
Vehicle Extension [s]	3.0	0.0	4.8	0.0	0.0	3.0	3.0	3.4	0.0	0.0
Walk [s]	5	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	10	0	20	0	0	0	0	40	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.6	0.0	5.7	0.0	0.0	5.9	5.9	5.7	0.0	0.0
Minimum Recall	No		Yes				No	Yes		
Maximum Recall	No		No				No	No		
Pedestrian Recall	No		No				No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	7.70	7.70	7.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	5.70	5.70	5.70
g_i, Effective Green Time [s]	0	0	0	47	47	47
g / C, Green / Cycle	0.00	0.00	0.00	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.73	0.14	0.04	0.14	0.13	0.05
s, saturation flow rate [veh/h]	268	3204	1431	802	3204	1431
c, Capacity [veh/h]	40	0	0	242	842	376
d1, Uniform Delay [s]	90.00	0.00	0.00	58.66	56.41	51.36
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1809.83	0.00	0.00	6.36	2.17	1.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	4.90	10000.00	10000.00	0.47	0.51	0.18
d, Delay for Lane Group [s/veh]	1899.83	0.00	0.00	65.02	58.58	52.41
Lane Group LOS	F	F	F	E	E	D
Critical Lane Group	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	11.05	0.00	0.00	4.97	8.60	2.54
50th-Percentile Queue Length [ft/ln]	276.36	0.00	0.00	124.23	215.01	63.40
95th-Percentile Queue Length [veh/ln]	16.51	0.00	0.00	8.62	13.41	4.56
95th-Percentile Queue Length [ft/ln]	412.68	0.00	0.00	215.62	335.24	114.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1899.83	1899.83	0.00	0.00	0.00	65.02	65.02	58.58	0.00	52.41
Movement LOS	F	F	A		A	E	E	E		D
d_A, Approach Delay [s/veh]	528.93					59.09				
Approach LOS	F					E				
d_I, Intersection Delay [s/veh]	251.84									
Intersection LOS	F									
Intersection V/C	0.685									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.912	2.810
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	526
d_b, Bicycle Delay [s]	90.00	48.91
I_b,int, Bicycle LOS Score for Intersection	2.088	2.044
Bicycle LOS	B	B

Intersection Setup

Name										
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	1	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	81	0	253	0	88	0	70	284	70	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	0	253	0	88	0	70	284	70	28
Peak Hour Factor	0.8940	1.0000	0.8940	1.0000	0.8940	1.0000	0.9580	0.9580	1.0000	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	71	0	25	0	18	74	18	7
Total Analysis Volume [veh/h]	91	0	283	0	98	0	73	296	70	29
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	4	0	0	0	0	4	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	12	0	0	0	0	12	0	0
Maximum Green [s]	0	0	40	0	0	0	0	40	0	0
Amber [s]	0.0	0.0	4.3	0.0	0.0	0.0	0.0	4.3	0.0	0.0
All red [s]	0.0	0.0	2.7	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Split [s]	0	0	56	0	0	0	0	56	0	0
Vehicle Extension [s]	0.0	0.0	4.7	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	0	42	0	0	0	0	42	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	49	49	49	49	49	49
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.16	0.12	0.12	0.12	0.12	0.12
s, saturation flow rate [veh/h]	586	1683	1538	594	1683	1542
c, Capacity [veh/h]	133	458	419	136	458	420
d1, Uniform Delay [s]	75.51	53.98	54.15	72.04	54.24	54.41
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	25.17	2.93	3.33	14.27	3.11	3.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.43	0.44	0.54	0.45	0.46
d, Delay for Lane Group [s/veh]	100.68	56.91	57.48	86.31	57.35	57.95
Lane Group LOS	F	E	E	F	E	E
Critical Lane Group	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	5.15	7.84	7.40	3.79	8.17	7.72
50th-Percentile Queue Length [ft/ln]	128.79	196.04	184.90	94.68	204.22	193.03
95th-Percentile Queue Length [veh/ln]	8.87	12.43	11.86	6.82	12.86	12.28
95th-Percentile Queue Length [ft/ln]	221.84	310.85	296.40	170.42	321.40	306.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	100.68	0.00	57.08	0.00	57.48	0.00	86.31	57.54	57.95	57.95
Movement LOS	F		E		E		F	E	E	E
d_A, Approach Delay [s/veh]	65.57					62.11				
Approach LOS	E					E				
d_I, Intersection Delay [s/veh]	251.84									
Intersection LOS	F									
Intersection V/C	0.685									

Other Modes

g_Walk,mi, Effective Walk Time [s]	32.2	32.2
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	60.68	60.68
I_p,int, Pedestrian LOS Score for Intersection	3.121	2.788
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	544	544
d_b, Bicycle Delay [s]	47.67	47.67
I_b,int, Bicycle LOS Score for Intersection	1.949	1.922
Bicycle LOS	A	A

Intersection Setup

Name										
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left2	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	165	485	239	20	0	48	327	0	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	165	485	239	20	0	48	327	0	239
Peak Hour Factor	1.0000	0.8980	1.0000	0.8980	0.8980	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	46	121	67	6	0	12	82	0	60
Total Analysis Volume [veh/h]	0	184	485	266	22	0	48	327	0	239
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	3	0	0	0	0	3	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	15	0	0	0	0	15	0	0
Maximum Green [s]	0	0	60	0	0	0	0	60	0	0
Amber [s]	0.0	0.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	0.0
All red [s]	0.0	0.0	3.7	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Split [s]	0	0	40	0	0	0	0	40	0	0
Vehicle Extension [s]	0.0	0.0	4.4	0.0	0.0	0.0	0.0	4.4	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.8	0.0	0.0	0.0	0.0	5.8	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.80	7.80	7.80	7.80	7.80	7.80	7.80
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.80	5.80	5.80	5.80	5.80	5.80	5.80
g_i, Effective Green Time [s]	32	32	32	32	32	32	32
g / C, Green / Cycle	0.18	0.18	0.18	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.39	0.16	0.16	0.16	0.12	0.18	0.18
s, saturation flow rate [veh/h]	473	1683	1624	1431	388	1683	1452
c, Capacity [veh/h]	40	301	291	256	43	301	260
d1, Uniform Delay [s]	90.00	72.51	72.51	72.51	89.95	73.90	73.90
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1675.59	33.56	34.39	37.48	173.70	52.00	60.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	4.60	0.91	0.91	0.91	1.12	1.00	1.02
d, Delay for Lane Group [s/veh]	1765.59	106.07	106.90	110.00	263.66	125.90	134.87
Lane Group LOS	F	F	F	F	F	F	F
Critical Lane Group	Yes	No	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	20.50	15.33	14.86	13.31	4.10	18.34	16.47
50th-Percentile Queue Length [ft/ln]	512.56	383.31	371.55	332.80	102.47	458.60	411.77
95th-Percentile Queue Length [veh/ln]	35.77	21.75	21.18	19.30	7.38	25.38	23.37
95th-Percentile Queue Length [ft/ln]	894.31	543.86	529.61	482.39	184.45	634.38	584.22

Movement, Approach, & Intersection Results

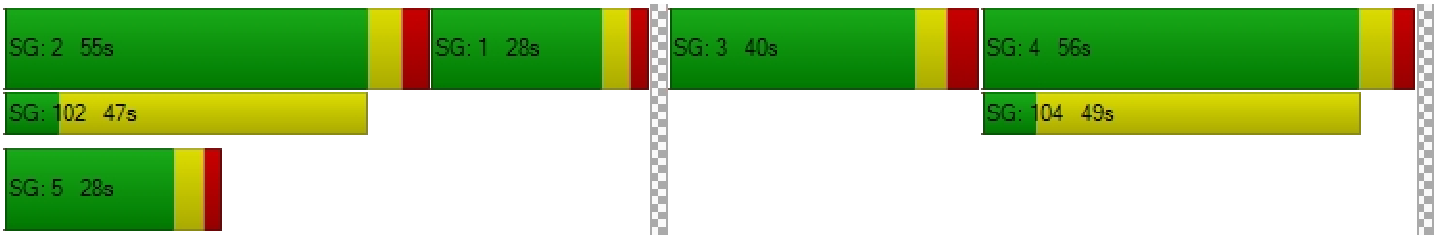
d_M, Delay for Movement [s/veh]	0.00	1765.59	106.43	110.00	106.90	0.00	263.66	126.60	0.00	134.87
Movement LOS		F	F	F	F		F	F		F
d_A, Approach Delay [s/veh]	426.33					140.53				
Approach LOS	F					F				
d_I, Intersection Delay [s/veh]	251.84									
Intersection LOS	F									
Intersection V/C	0.685									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.858	2.865
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	358	358
d_b, Bicycle Delay [s]	60.68	60.68
I_b,int, Bicycle LOS Score for Intersection	2.130	2.066
Bicycle LOS	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E
Existing with-Project LOS Worksheets

5000 Vineland

Vistro File: J:\...\5000_Vineland_v3.vistro

Report File: J:\...\Ex_W_Project_AM.pdf

Scenario 3 EXAM With Project

7/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lankershim Bl/Magnolia Bl	Signalized	HCM 6th Edition	NB Left	0.627	46.2	D
2	Vineland Av/Magnolia Bl	Signalized	HCM 6th Edition	SB Left	0.613	34.6	C
3	Vineland Ave and Hesby St	Two-way stop	HCM 6th Edition	WB Left	0.161	24.6	C
4	Vineland Ave/Lankershim Bl/Camarillo St	Signalized	HCM 6th Edition	NBL2	0.577	113.0	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Lankershim Bl/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	46.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	230.00	100.00	100.00	95.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	121	224	34	66	465	115	116	423	153	43	824	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	0	0	2	0	0	7	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	224	34	67	465	115	116	425	153	43	831	60
Peak Hour Factor	0.9040	0.9040	0.9040	0.8450	0.8450	0.8450	0.8390	0.8390	0.8390	0.8810	0.8810	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	62	9	20	138	34	35	127	46	12	236	17
Total Analysis Volume [veh/h]	134	248	38	79	550	136	138	507	182	49	943	68
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	37.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	8	10	0	8	10	0	0	10	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	3.6	4.1	0.0	3.6	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.4	0.0	2.0	1.4	0.0	1.8	1.6	0.0	0.0	1.6	0.0
Split [s]	0	42	0	18	60	0	18	60	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	22	0	0	21	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	3.6	3.5	0.0	3.4	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No	No		No	No			No	
Maximum Recall		Yes		No	Yes		No	Yes			Yes	
Pedestrian Recall		Yes		No	Yes		No	Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.60	5.50	5.50	5.40	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.60	3.50	3.50	3.40	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	37	37	37	12	55	55	13	54	54	36	36	36
g / C, Green / Cycle	0.30	0.30	0.30	0.10	0.45	0.45	0.11	0.45	0.45	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.20	0.09	0.09	0.05	0.21	0.21	0.09	0.30	0.13	0.07	0.29	0.05
s, saturation flow rate [veh/h]	680	1683	1606	1603	1683	1569	1603	1683	1431	678	3204	1431
c, Capacity [veh/h]	156	512	489	166	764	713	168	762	647	94	969	433
d1, Uniform Delay [s]	53.92	31.80	31.84	50.74	22.65	22.66	52.59	25.74	20.61	57.94	41.36	30.65
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	42.09	1.39	1.48	9.53	2.02	2.18	34.24	4.57	1.08	19.28	23.05	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.28	0.29	0.48	0.46	0.47	0.82	0.67	0.28	0.52	0.97	0.16
d, Delay for Lane Group [s/veh]	96.01	33.18	33.32	60.27	24.66	24.84	86.83	30.31	21.69	77.22	64.41	31.42
Lane Group LOS	F	C	C	E	C	C	F	C	C	E	E	C
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.91	3.43	3.33	2.68	7.30	6.87	5.67	12.12	3.40	1.99	16.71	1.55
50th-Percentile Queue Length [ft/ln]	147.63	85.66	83.35	67.06	182.58	171.67	141.75	302.89	84.98	49.85	417.74	38.68
95th-Percentile Queue Length [veh/ln]	9.89	6.17	6.00	4.83	11.74	11.16	9.58	17.82	6.12	3.59	23.41	2.78
95th-Percentile Queue Length [ft/ln]	247.26	154.19	150.03	120.70	293.39	279.10	239.38	445.60	152.96	89.74	585.34	69.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	96.01	33.24	33.32	60.27	24.73	24.84	86.83	30.31	21.69	77.22	64.41	31.42
Movement LOS	F	C	C	E	C	C	F	C	C	E	E	C
d_A, Approach Delay [s/veh]	53.27			28.42			37.84			62.89		
Approach LOS	D			C			D			E		
d_I, Intersection Delay [s/veh]	46.25											
Intersection LOS	D											
Intersection V/C	0.627											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.618	2.551	2.902	2.642
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	608	908	905	605
d_b, Bicycle Delay [s]	29.05	17.88	17.99	29.19
I_b,int, Bicycle LOS Score for Intersection	1.906	2.191	2.924	2.434
Bicycle LOS	A	B	C	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 2: Vineland Av/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	34.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	130.00	100.00	195.00	185.00	100.00	150.00	90.00	100.00	160.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	108	468	69	171	693	216	46	450	24	73	547	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	4	5	0	1	0	0	0	3	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	472	74	171	694	216	46	450	27	74	547	99
Peak Hour Factor	0.9550	0.9550	0.9550	0.9220	0.9220	0.9220	0.8900	0.8900	0.8900	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	124	19	46	188	59	13	126	8	20	149	27
Total Analysis Volume [veh/h]	124	494	77	185	753	234	52	506	30	81	596	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	0	10	10	0	0	10	0	0	10	0
Maximum Green [s]	15	20	0	15	20	0	0	30	0	0	30	0
Amber [s]	3.6	4.4	0.0	3.9	4.4	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	2.0	0.8	0.0	2.0	0.8	0.0	0.0	1.7	0.0	0.0	1.7	0.0
Split [s]	18	31	0	18	31	0	0	41	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.6	3.2	0.0	3.9	3.2	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	Yes		No	Yes			Yes			Yes	
Pedestrian Recall	No	Yes		No	Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.20	5.20	5.90	5.20	5.20	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.20	3.20	3.90	3.20	3.20	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	12	26	26	12	26	26	35	35	35	35	35	35
g / C, Green / Cycle	0.14	0.29	0.29	0.13	0.29	0.29	0.39	0.39	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.08	0.15	0.05	0.12	0.23	0.16	0.08	0.30	0.02	0.10	0.21	0.22
s, saturation flow rate [veh/h]	1603	3204	1431	1603	3204	1431	669	1683	1431	782	1683	1594
c, Capacity [veh/h]	221	919	410	215	919	410	213	654	556	161	654	620
d1, Uniform Delay [s]	36.26	27.07	24.20	38.11	29.93	27.38	31.28	24.03	17.17	40.31	21.40	21.41
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.94	2.26	1.01	33.28	8.10	5.67	2.70	8.64	0.18	10.75	3.33	3.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.54	0.19	0.86	0.82	0.57	0.24	0.77	0.05	0.50	0.55	0.55
d, Delay for Lane Group [s/veh]	46.20	29.33	25.21	71.39	38.03	33.04	33.98	32.67	17.35	51.06	24.73	24.94
Lane Group LOS	D	C	C	E	D	C	C	C	B	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	3.12	4.65	1.33	5.91	8.39	4.83	1.13	10.54	0.41	2.25	6.30	6.02
50th-Percentile Queue Length [ft/ln]	77.97	116.33	33.30	147.86	209.77	120.69	28.15	263.45	10.21	56.13	157.62	150.51
95th-Percentile Queue Length [veh/ln]	5.61	8.19	2.40	9.90	13.14	8.43	2.03	15.86	0.73	4.04	10.42	10.04
95th-Percentile Queue Length [ft/ln]	140.35	204.77	59.93	247.58	328.53	210.78	50.67	396.55	18.37	101.03	260.57	251.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.20	29.33	25.21	71.39	38.03	33.04	33.98	32.67	17.35	51.06	24.81	24.94
Movement LOS	D	C	C	E	D	C	C	C	B	D	C	C
d_A, Approach Delay [s/veh]	31.88			42.30			32.01			27.54		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	34.62											
Intersection LOS	C											
Intersection V/C	0.613											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.821	2.823	2.703	2.509
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	573	573	778	778
d_b, Bicycle Delay [s]	22.90	22.90	16.81	16.81
I_b,int, Bicycle LOS Score for Intersection	2.133	2.527	2.530	2.207
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Vineland Ave and Hesby St

Control Type:	Two-way stop	Delay (sec / veh):	24.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.161

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑ ↑↱		↑↑		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	498	7	0	826	1	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	6	0	19	18
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	498	13	6	826	20	33
Peak Hour Factor	0.8020	0.8020	1.0000	0.9300	0.5710	0.5710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	155	4	2	222	9	14
Total Analysis Volume [veh/h]	621	16	6	888	35	58
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.16	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	24.61	13.32
Movement LOS	A	A		A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.95	0.95
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	23.77	23.77
d_A, Approach Delay [s/veh]	0.00		0.00		17.57	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 4: Vineland Ave/Lankershim Bl/Camarillo St

Control Type:	Signalized	Delay (sec / veh):	113.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration	↰ ↖ ↑ ↑ ↱					↰↖ ↑ ↑ ↗				
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	1	1	0	0	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	100.00	160.00	270.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	16	62	270	0	27	12	156	622	0	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	2	11	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	62	270	0	27	12	158	633	6	77
Peak Hour Factor	1.0000	0.8220	0.8220	1.0000	0.8220	0.8640	0.8640	0.8640	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	19	82	0	8	3	46	183	2	19
Total Analysis Volume [veh/h]	16	75	328	0	33	14	183	733	6	77
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPerm	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv
Signal Group	1	0	6	0	0	5	5	2	0	0
Auxiliary Signal Groups										
Lead / Lag	Lag	-	-	-	-	Lag	Lag	-	-	-
Minimum Green [s]	20	0	12	0	0	14	14	12	0	0
Maximum Green [s]	20	0	40	0	0	20	20	40	0	0
Amber [s]	3.6	0.0	4.4	0.0	0.0	3.9	3.9	4.4	0.0	0.0
All red [s]	2.0	0.0	3.3	0.0	0.0	2.0	2.0	3.3	0.0	0.0
Split [s]	28	0	55	0	0	28	28	55	0	0
Vehicle Extension [s]	3.0	0.0	4.8	0.0	0.0	3.0	3.0	3.4	0.0	0.0
Walk [s]	5	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	10	0	20	0	0	0	0	40	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.6	0.0	5.7	0.0	0.0	5.9	5.9	5.7	0.0	0.0
Minimum Recall	No		Yes				No	Yes		
Maximum Recall	No		No				No	No		
Pedestrian Recall	No		No				No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	7.70	7.70	7.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	5.70	5.70	5.70
g_i, Effective Green Time [s]	0	0	0	47	47	47
g / C, Green / Cycle	0.00	0.00	0.00	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.38	0.10	0.02	0.21	0.23	0.05
s, saturation flow rate [veh/h]	241	3204	1431	918	3204	1431
c, Capacity [veh/h]	40	0	0	271	842	376
d1, Uniform Delay [s]	90.00	0.00	0.00	64.16	63.42	51.70
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	645.16	0.00	0.00	15.65	11.93	1.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.28	10000.00	10000.00	0.73	0.87	0.20
d, Delay for Lane Group [s/veh]	735.16	0.00	0.00	79.82	75.35	52.93
Lane Group LOS	F	F	F	E	E	D
Critical Lane Group	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.58	0.00	0.00	9.84	17.54	2.89
50th-Percentile Queue Length [ft/ln]	114.61	0.00	0.00	245.99	438.52	72.34
95th-Percentile Queue Length [veh/ln]	8.10	0.00	0.00	14.98	24.41	5.21
95th-Percentile Queue Length [ft/ln]	202.39	0.00	0.00	374.60	610.24	130.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	735.16	735.16	0.00	0.00	0.00	79.82	79.82	75.35	0.00	52.93
Movement LOS	F	F	A		A	E	E	E		D
d_A, Approach Delay [s/veh]	148.01					74.51				
Approach LOS	F					E				
d_I, Intersection Delay [s/veh]	112.96									
Intersection LOS	F									
Intersection V/C	0.577									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.933	2.803
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	526
d_b, Bicycle Delay [s]	90.00	48.91
I_b,int, Bicycle LOS Score for Intersection	1.919	2.379
Bicycle LOS	A	B

Intersection Setup

Name										
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	1	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	53	0	182	0	87	0	72	312	27	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	0	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	0	182	0	87	0	72	312	27	13
Peak Hour Factor	0.9250	1.0000	0.9250	1.0000	0.9250	1.0000	0.8810	0.8810	1.0000	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	49	0	24	0	20	89	7	4
Total Analysis Volume [veh/h]	59	0	197	0	94	0	82	354	27	15
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	4	0	0	0	0	4	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	12	0	0	0	0	12	0	0
Maximum Green [s]	0	0	40	0	0	0	0	40	0	0
Amber [s]	0.0	0.0	4.3	0.0	0.0	0.0	0.0	4.3	0.0	0.0
All red [s]	0.0	0.0	2.7	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Split [s]	0	0	56	0	0	0	0	56	0	0
Vehicle Extension [s]	0.0	0.0	4.7	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	0	42	0	0	0	0	42	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	49	49	49	49	49	49
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.09	0.09	0.11	0.12	0.12
s, saturation flow rate [veh/h]	657	1683	1505	724	1683	1621
c, Capacity [veh/h]	146	458	410	175	458	441
d1, Uniform Delay [s]	69.53	52.35	52.58	67.23	54.13	54.20
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.11	1.91	2.28	8.79	3.03	3.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.33	0.34	0.47	0.44	0.44
d, Delay for Lane Group [s/veh]	77.64	54.26	54.86	76.02	57.15	57.39
Lane Group LOS	E	D	D	E	E	E
Critical Lane Group	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.86	5.78	5.46	3.92	8.02	7.83
50th-Percentile Queue Length [ft/ln]	71.50	144.40	136.39	98.07	200.56	195.73
95th-Percentile Queue Length [veh/ln]	5.15	9.72	9.29	7.06	12.67	12.42
95th-Percentile Queue Length [ft/ln]	128.70	242.94	232.15	176.53	316.68	310.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.64	0.00	54.40	0.00	54.86	0.00	76.02	57.26	57.39	57.39
Movement LOS	E		D		D		E	E	E	E
d_A, Approach Delay [s/veh]	58.44					60.49				
Approach LOS	E					E				
d_I, Intersection Delay [s/veh]	112.96									
Intersection LOS	F									
Intersection V/C	0.577									

Other Modes

g_Walk,mi, Effective Walk Time [s]	32.2	32.2
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	60.68	60.68
I_p,int, Pedestrian LOS Score for Intersection	2.712	2.887
Crosswalk LOS	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	544	544
d_b, Bicycle Delay [s]	47.67	47.67
I_b,int, Bicycle LOS Score for Intersection	1.848	1.942
Bicycle LOS	A	A

Intersection Setup

Name										
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left2	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	35	203	124	18	0	52	503	0	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	4	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	35	203	124	22	0	52	503	0	224
Peak Hour Factor	1.0000	0.8800	1.0000	0.8800	0.8800	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	51	35	6	0	13	126	0	56
Total Analysis Volume [veh/h]	0	40	203	141	25	0	52	503	0	224
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	3	0	0	0	0	3	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	15	0	0	0	0	15	0	0
Maximum Green [s]	0	0	60	0	0	0	0	60	0	0
Amber [s]	0.0	0.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	0.0
All red [s]	0.0	0.0	3.7	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Split [s]	0	0	40	0	0	0	0	40	0	0
Vehicle Extension [s]	0.0	0.0	4.4	0.0	0.0	0.0	0.0	4.4	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.8	0.0	0.0	0.0	0.0	5.8	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.80	7.80	7.80	7.80	7.80	7.80	7.80
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.80	5.80	5.80	5.80	5.80	5.80	5.80
g_i, Effective Green Time [s]	32	32	32	32	32	32	32
g / C, Green / Cycle	0.18	0.18	0.18	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.09	0.08	0.08	0.08	0.08	0.23	0.23
s, saturation flow rate [veh/h]	466	1683	1571	1431	653	1683	1510
c, Capacity [veh/h]	40	301	281	256	104	301	270
d1, Uniform Delay [s]	90.00	65.74	65.86	66.03	79.63	73.90	73.90
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	142.30	4.44	4.94	5.69	16.26	145.22	149.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	0.43	0.44	0.45	0.50	1.27	1.28
d, Delay for Lane Group [s/veh]	232.30	70.17	70.80	71.72	95.88	219.12	223.51
Lane Group LOS	F	E	E	E	F	F	F
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.47	5.73	5.51	5.22	2.85	26.14	23.78
50th-Percentile Queue Length [ft/ln]	86.64	143.14	137.67	130.47	71.37	653.52	594.48
95th-Percentile Queue Length [veh/ln]	6.24	9.65	9.36	8.97	5.14	38.71	35.63
95th-Percentile Queue Length [ft/ln]	155.96	241.24	233.88	224.13	128.46	967.67	890.87

Movement, Approach, & Intersection Results

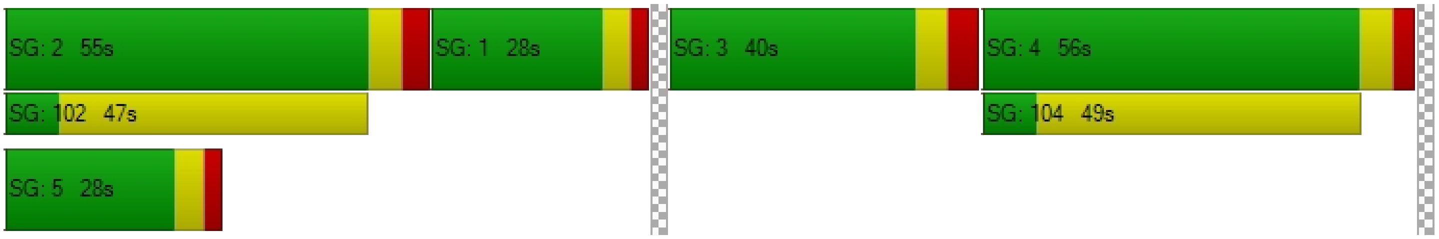
d_M, Delay for Movement [s/veh]	0.00	232.30	70.40	71.72	70.80	0.00	95.88	220.17	0.00	223.51
Movement LOS		F	E	E	E		F	F		F
d_A, Approach Delay [s/veh]	86.66					212.83				
Approach LOS	F					F				
d_I, Intersection Delay [s/veh]	112.96									
Intersection LOS	F									
Intersection V/C	0.577									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.916	2.677
Crosswalk LOS	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	358	358
d_b, Bicycle Delay [s]	60.68	60.68
I_b,int, Bicycle LOS Score for Intersection	1.781	2.202
Bicycle LOS	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



5000 Vineland

Vistro File: J:\...\5000_Vineland_v3.vistro

Scenario 4 EXPM With Project

Report File: J:\...\Ex_W_Project_PM.pdf

7/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lankershim Bl/Magnolia Bl	Signalized	HCM 6th Edition	WB Left	0.655	50.8	D
2	Vineland Av/Magnolia Bl	Signalized	HCM 6th Edition	SB Left	0.697	39.4	D
3	Vineland Ave and Hesby St	Two-way stop	HCM 6th Edition	WB Left	0.132	29.8	D
4	Vineland Ave/Lankershim Bl/Camarillo St	Signalized	HCM 6th Edition	NBL2	0.697	251.6	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Lankershim Bl/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	50.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	230.00	100.00	100.00	95.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	128	566	72	93	441	110	173	455	205	101	788	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	2	0	0	0	7	0	0	5	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	566	72	95	441	110	173	462	205	101	793	150
Peak Hour Factor	0.9520	0.9520	0.9520	0.9060	0.9060	0.9060	0.9320	0.9320	0.9320	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	149	19	26	122	30	46	124	55	28	216	41
Total Analysis Volume [veh/h]	134	595	76	105	487	121	186	496	220	110	864	163
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	37.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	8	10	0	8	10	0	0	10	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	3.6	4.1	0.0	3.6	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.4	0.0	2.0	1.4	0.0	1.8	1.6	0.0	0.0	1.6	0.0
Split [s]	0	42	0	18	60	0	18	60	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	22	0	0	21	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	3.6	3.5	0.0	3.4	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No	No		No	No			No	
Maximum Recall		Yes		No	Yes		No	Yes			Yes	
Pedestrian Recall		Yes		No	Yes		No	Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.60	5.50	5.50	5.40	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.60	3.50	3.50	3.40	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	37	37	37	12	55	55	13	54	54	36	36	36
g / C, Green / Cycle	0.30	0.30	0.30	0.10	0.45	0.45	0.11	0.45	0.45	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.18	0.20	0.20	0.07	0.19	0.19	0.12	0.29	0.15	0.17	0.27	0.11
s, saturation flow rate [veh/h]	731	1683	1617	1603	1683	1569	1603	1683	1431	661	3204	1431
c, Capacity [veh/h]	178	512	492	166	764	713	168	762	647	98	969	433
d1, Uniform Delay [s]	51.45	36.46	36.47	51.62	21.97	22.00	53.70	25.50	21.25	58.68	39.97	32.94
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	25.03	6.77	7.06	17.06	1.63	1.76	100.34	4.30	1.42	128.85	12.19	2.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.67	0.67	0.63	0.41	0.41	1.11	0.65	0.34	1.13	0.89	0.38
d, Delay for Lane Group [s/veh]	76.48	43.23	43.53	68.68	23.61	23.76	154.04	29.80	22.68	187.53	52.16	35.44
Lane Group LOS	E	D	D	E	C	C	F	C	C	F	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.32	9.68	9.35	3.82	6.25	5.89	9.76	11.72	4.25	6.47	13.69	4.05
50th-Percentile Queue Length [ft/ln]	132.97	242.02	233.82	95.47	156.36	147.25	243.96	292.88	106.28	161.85	342.19	101.15
95th-Percentile Queue Length [veh/ln]	9.10	14.78	14.37	6.87	10.36	9.87	15.48	17.33	7.63	11.30	19.75	7.28
95th-Percentile Queue Length [ft/ln]	227.53	369.58	359.21	171.85	258.90	246.76	386.90	433.21	190.81	282.53	493.87	182.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	76.48	43.36	43.53	68.68	23.66	23.76	154.04	29.80	22.68	187.53	52.16	35.44
Movement LOS	E	D	D	E	C	C	F	C	C	F	D	D
d_A, Approach Delay [s/veh]	48.89			30.31			53.68			62.86		
Approach LOS	D			C			D			E		
d_I, Intersection Delay [s/veh]	50.84											
Intersection LOS	D											
Intersection V/C	0.655											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.786	2.637	2.898	2.667
Crosswalk LOS	C	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	608	908	905	605
d_b, Bicycle Delay [s]	29.05	17.88	17.99	29.19
I_b,int, Bicycle LOS Score for Intersection	2.224	2.148	3.048	2.498
Bicycle LOS	B	B	C	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 2: Vineland Av/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	39.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	130.00	100.00	195.00	185.00	100.00	150.00	90.00	100.00	160.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	135	724	170	198	571	164	84	512	40	93	680	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	2	4	0	3	0	0	0	9	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	726	174	198	574	164	84	512	49	98	680	143
Peak Hour Factor	0.9470	0.9470	0.9470	0.9270	0.9270	0.9270	0.9380	0.9380	0.9380	0.9330	0.9330	0.9330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	192	46	53	155	44	22	136	13	26	182	38
Total Analysis Volume [veh/h]	149	767	184	214	619	177	90	546	52	105	729	153
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	0	10	10	0	0	10	0	0	10	0
Maximum Green [s]	15	20	0	15	20	0	0	30	0	0	30	0
Amber [s]	3.6	4.4	0.0	3.9	4.4	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	2.0	0.8	0.0	2.0	0.8	0.0	0.0	1.7	0.0	0.0	1.7	0.0
Split [s]	18	31	0	18	31	0	0	41	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	3.6	3.2	0.0	3.9	3.2	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	Yes		No	Yes			Yes			Yes	
Pedestrian Recall	No	Yes		No	Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.20	5.20	5.90	5.20	5.20	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.20	3.20	3.90	3.20	3.20	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	12	26	26	12	26	26	35	35	35	35	35	35
g / C, Green / Cycle	0.14	0.29	0.29	0.13	0.29	0.29	0.39	0.39	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.09	0.24	0.13	0.13	0.19	0.12	0.16	0.32	0.04	0.14	0.27	0.27
s, saturation flow rate [veh/h]	1603	3204	1431	1603	3204	1431	566	1683	1431	738	1683	1583
c, Capacity [veh/h]	221	919	410	215	919	410	160	654	556	134	654	616
d1, Uniform Delay [s]	36.88	30.10	26.28	38.91	28.38	26.13	39.40	24.88	17.44	43.31	23.02	23.02
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.31	8.86	3.52	59.56	3.94	3.29	13.63	11.93	0.33	35.59	5.99	6.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.83	0.45	0.99	0.67	0.43	0.56	0.83	0.09	0.78	0.69	0.69
d, Delay for Lane Group [s/veh]	52.19	38.96	29.80	98.47	32.32	29.42	53.04	36.81	17.77	78.89	29.01	29.37
Lane Group LOS	D	D	C	F	C	C	D	D	B	E	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	4.01	8.67	3.56	8.20	6.24	3.39	2.59	12.19	0.72	3.65	8.81	8.34
50th-Percentile Queue Length [ft/ln]	100.15	216.68	88.95	204.92	155.94	84.86	64.87	304.64	18.01	91.18	220.14	208.62
95th-Percentile Queue Length [veh/ln]	7.21	13.50	6.40	12.89	10.33	6.11	4.67	17.91	1.30	6.56	13.67	13.08
95th-Percentile Queue Length [ft/ln]	180.27	337.38	160.11	322.31	258.34	152.75	116.77	447.77	32.41	164.12	341.81	327.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.19	38.96	29.80	98.47	32.32	29.42	53.04	36.81	17.77	78.89	29.15	29.37
Movement LOS	D	D	C	F	C	C	D	D	B	E	C	C
d_A, Approach Delay [s/veh]	39.22			45.83			37.49			34.48		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	39.43											
Intersection LOS	D											
Intersection V/C	0.697											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.907	2.909	2.736	2.601
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	573	573	778	778
d_b, Bicycle Delay [s]	22.90	22.90	16.81	16.81
I_b,int, Bicycle LOS Score for Intersection	2.467	2.393	2.695	2.374
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 3: Vineland Ave and Hesby St

Control Type:	Two-way stop	Delay (sec / veh):	29.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	844	19	0	598	1	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	17	0	12	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	844	37	17	598	13	34
Peak Hour Factor	0.9220	0.9220	1.0000	0.9180	0.6000	0.6000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	229	10	4	163	5	14
Total Analysis Volume [veh/h]	915	40	17	651	22	57
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.13	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	29.80	14.81
Movement LOS	A	A		A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.90	0.90
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	22.43	22.43
d_A, Approach Delay [s/veh]	0.00		0.00		18.98	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.89					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 4: Vineland Ave/Lankershim Bl/Camarillo St

Control Type:	Signalized	Delay (sec / veh):	251.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration	↰↰↑↑↱					↰↑↑↱				
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	1	1	0	0	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	100.00	160.00	270.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	63	126	427	0	54	18	86	393	0	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	2	7	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	126	427	0	54	18	88	400	3	68
Peak Hour Factor	1.0000	0.9460	0.9460	1.0000	0.9460	0.9230	0.9230	0.9230	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	33	113	0	14	5	24	108	1	17
Total Analysis Volume [veh/h]	63	133	451	0	57	20	95	433	3	68
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPerm	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv
Signal Group	1	0	6	0	0	5	5	2	0	0
Auxiliary Signal Groups										
Lead / Lag	Lag	-	-	-	-	Lag	Lag	-	-	-
Minimum Green [s]	20	0	12	0	0	14	14	12	0	0
Maximum Green [s]	20	0	40	0	0	20	20	40	0	0
Amber [s]	3.6	0.0	4.4	0.0	0.0	3.9	3.9	4.4	0.0	0.0
All red [s]	2.0	0.0	3.3	0.0	0.0	2.0	2.0	3.3	0.0	0.0
Split [s]	28	0	55	0	0	28	28	55	0	0
Vehicle Extension [s]	3.0	0.0	4.8	0.0	0.0	3.0	3.0	3.4	0.0	0.0
Walk [s]	5	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	10	0	20	0	0	0	0	40	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.6	0.0	5.7	0.0	0.0	5.9	5.9	5.7	0.0	0.0
Minimum Recall	No		Yes				No	Yes		
Maximum Recall	No		No				No	No		
Pedestrian Recall	No		No				No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	7.70	7.70	7.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	5.70	5.70	5.70
g_i, Effective Green Time [s]	0	0	0	47	47	47
g / C, Green / Cycle	0.00	0.00	0.00	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.75	0.14	0.04	0.14	0.14	0.05
s, saturation flow rate [veh/h]	262	3204	1431	802	3204	1431
c, Capacity [veh/h]	40	0	0	242	842	376
d1, Uniform Delay [s]	90.00	0.00	0.00	58.83	56.56	51.36
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1809.83	0.00	0.00	6.56	2.24	1.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	4.90	10000.00	10000.00	0.48	0.51	0.18
d, Delay for Lane Group [s/veh]	1899.83	0.00	0.00	65.40	58.80	52.41
Lane Group LOS	F	F	F	E	E	D
Critical Lane Group	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	11.05	0.00	0.00	5.08	8.77	2.54
50th-Percentile Queue Length [ft/ln]	276.36	0.00	0.00	126.92	219.18	63.40
95th-Percentile Queue Length [veh/ln]	16.51	0.00	0.00	8.77	13.62	4.56
95th-Percentile Queue Length [ft/ln]	412.68	0.00	0.00	219.30	340.58	114.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1899.83	1899.83	0.00	0.00	0.00	65.40	65.40	58.80	0.00	52.41
Movement LOS	F	F	A		A	E	E	E		D
d_A, Approach Delay [s/veh]	528.93					59.32				
Approach LOS	F					E				
d_I, Intersection Delay [s/veh]	251.64									
Intersection LOS	F									
Intersection V/C	0.697									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.913	2.822
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	526
d_b, Bicycle Delay [s]	90.00	48.91
I_b,int, Bicycle LOS Score for Intersection	2.088	2.051
Bicycle LOS	B	B

Intersection Setup

Name										
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	1	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	81	0	253	0	88	0	70	284	70	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	0	0	0	0	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	0	253	0	88	0	70	284	70	30
Peak Hour Factor	0.8940	1.0000	0.8940	1.0000	0.8940	1.0000	0.9580	0.9580	1.0000	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	71	0	25	0	18	74	18	8
Total Analysis Volume [veh/h]	96	0	283	0	98	0	73	296	70	31
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	4	0	0	0	0	4	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	12	0	0	0	0	12	0	0
Maximum Green [s]	0	0	40	0	0	0	0	40	0	0
Amber [s]	0.0	0.0	4.3	0.0	0.0	0.0	0.0	4.3	0.0	0.0
All red [s]	0.0	0.0	2.7	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Split [s]	0	0	56	0	0	0	0	56	0	0
Vehicle Extension [s]	0.0	0.0	4.7	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	0	42	0	0	0	0	42	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	49	49	49	49	49	49
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.16	0.12	0.12	0.12	0.12	0.12
s, saturation flow rate [veh/h]	585	1683	1538	594	1683	1540
c, Capacity [veh/h]	132	458	419	136	458	419
d1, Uniform Delay [s]	76.41	53.99	54.15	72.03	54.28	54.46
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	29.29	2.93	3.33	14.27	3.14	3.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.43	0.44	0.54	0.45	0.46
d, Delay for Lane Group [s/veh]	105.69	56.91	57.48	86.30	57.43	58.03
Lane Group LOS	F	E	E	F	E	E
Critical Lane Group	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	5.58	7.84	7.39	3.79	8.22	7.76
50th-Percentile Queue Length [ft/ln]	139.54	196.09	184.84	94.67	205.56	194.10
95th-Percentile Queue Length [veh/ln]	9.46	12.44	11.85	6.82	12.93	12.33
95th-Percentile Queue Length [ft/ln]	236.41	310.92	296.33	170.41	323.13	308.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	105.69	0.00	57.08	0.00	57.48	0.00	86.30	57.61	58.03	58.03
Movement LOS	F		E		E		F	E	E	E
d_A, Approach Delay [s/veh]	66.95					62.16				
Approach LOS	E					E				
d_I, Intersection Delay [s/veh]	251.64									
Intersection LOS	F									
Intersection V/C	0.697									

Other Modes

g_Walk,mi, Effective Walk Time [s]	32.2	32.2
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	60.68	60.68
I_p,int, Pedestrian LOS Score for Intersection	3.122	2.791
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	544	544
d_b, Bicycle Delay [s]	47.67	47.67
I_b,int, Bicycle LOS Score for Intersection	1.953	1.922
Bicycle LOS	A	A

Intersection Setup

Name										
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left2	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	165	485	239	20	0	48	327	0	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	11	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	165	485	239	31	0	48	327	0	239
Peak Hour Factor	1.0000	0.8980	1.0000	0.8980	0.8980	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	46	121	67	9	0	12	82	0	60
Total Analysis Volume [veh/h]	0	184	485	266	35	0	48	327	0	239
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the e	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	3	0	0	0	0	3	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	15	0	0	0	0	15	0	0
Maximum Green [s]	0	0	60	0	0	0	0	60	0	0
Amber [s]	0.0	0.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	0.0
All red [s]	0.0	0.0	3.7	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Split [s]	0	0	40	0	0	0	0	40	0	0
Vehicle Extension [s]	0.0	0.0	4.4	0.0	0.0	0.0	0.0	4.4	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.8	0.0	0.0	0.0	0.0	5.8	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.80	7.80	7.80	7.80	7.80	7.80	7.80
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.80	5.80	5.80	5.80	5.80	5.80	5.80
g_i, Effective Green Time [s]	32	32	32	32	32	32	32
g / C, Green / Cycle	0.18	0.18	0.18	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.39	0.17	0.17	0.17	0.13	0.18	0.18
s, saturation flow rate [veh/h]	473	1683	1616	1431	384	1683	1452
c, Capacity [veh/h]	40	301	289	256	42	301	260
d1, Uniform Delay [s]	90.00	72.78	72.78	72.78	89.99	73.90	73.90
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1675.59	36.52	37.50	40.56	188.71	52.00	60.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	4.60	0.93	0.93	0.93	1.15	1.00	1.02
d, Delay for Lane Group [s/veh]	1765.59	109.29	110.27	113.34	278.69	125.90	134.87
Lane Group LOS	F	F	F	F	F	F	F
Critical Lane Group	Yes	No	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	20.50	15.86	15.30	13.77	4.14	18.34	16.47
50th-Percentile Queue Length [ft/ln]	512.56	396.47	382.62	344.19	103.46	458.60	411.77
95th-Percentile Queue Length [veh/ln]	35.77	22.39	21.72	19.85	7.45	25.38	23.37
95th-Percentile Queue Length [ft/ln]	894.31	559.75	543.02	496.32	186.23	634.38	584.22

Movement, Approach, & Intersection Results

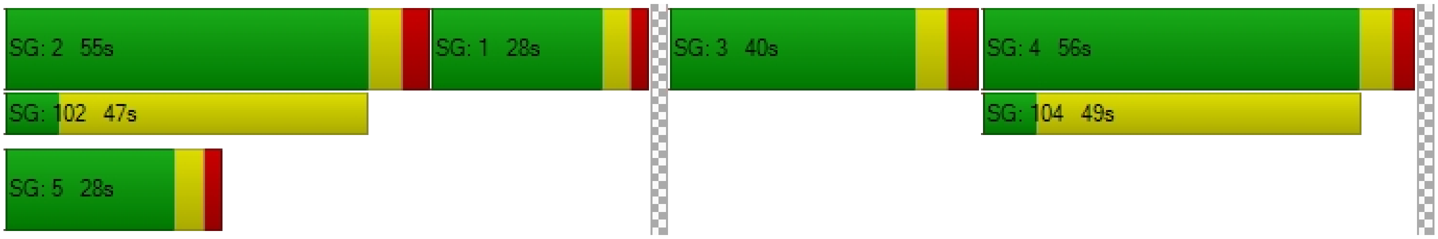
d_M, Delay for Movement [s/veh]	0.00	1765.59	109.71	113.34	110.27	0.00	278.69	126.60	0.00	134.87
Movement LOS		F	F	F	F		F	F		F
d_A, Approach Delay [s/veh]	424.74					141.71				
Approach LOS	F					F				
d_I, Intersection Delay [s/veh]	251.64									
Intersection LOS	F									
Intersection V/C	0.697									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.863	2.865
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	358	358
d_b, Bicycle Delay [s]	60.68	60.68
I_b,int, Bicycle LOS Score for Intersection	2.140	2.066
Bicycle LOS	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX F
Future Pre-Project LOS Worksheets

5000 Vineland

Vistro File: J:\...\5000_Vineland_v3.vistro

Report File: J:\...\Future_No_Project_AM.pdf

Scenario 5 Future AM Without Project

7/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lankershim Bl/Magnolia Bl	Signalized	HCM 6th Edition	NB Left	0.913	96.9	F
2	Vineland Av/Magnolia Bl	Signalized	HCM 6th Edition	WB Left	0.654	37.5	D
3	Vineland Ave and Hesby St	Two-way stop	HCM 6th Edition	WB Left	0.009	22.3	C
4	Vineland Ave/Lankershim Bl/Camarillo St	Signalized	HCM 6th Edition	NBL2	0.629	134.9	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Lankershim Bl/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	96.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.913

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	230.00	100.00	100.00	95.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	121	224	34	66	465	115	116	423	153	43	824	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	99	133	34	28	138	74	4	1	54	36	4	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	221	359	68	95	608	190	121	428	209	79	836	61
Peak Hour Factor	0.9040	0.9040	0.9040	0.8450	0.8450	0.8450	0.8390	0.8390	0.8390	0.8810	0.8810	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	99	19	28	180	56	36	128	62	22	237	17
Total Analysis Volume [veh/h]	244	397	75	112	720	225	144	510	249	90	949	69
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	37.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	8	10	0	8	10	0	0	10	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	3.6	4.1	0.0	3.6	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.4	0.0	2.0	1.4	0.0	1.8	1.6	0.0	0.0	1.6	0.0
Split [s]	0	42	0	18	60	0	18	60	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	22	0	0	21	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	3.6	3.5	0.0	3.4	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No	No		No	No			No	
Maximum Recall		Yes		No	Yes		No	Yes			Yes	
Pedestrian Recall		Yes		No	Yes		No	Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.60	5.50	5.50	5.40	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.60	3.50	3.50	3.40	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	37	37	37	12	55	55	13	54	54	36	36	36
g / C, Green / Cycle	0.30	0.30	0.30	0.10	0.45	0.45	0.11	0.45	0.45	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.46	0.14	0.14	0.07	0.29	0.29	0.09	0.30	0.17	0.14	0.30	0.05
s, saturation flow rate [veh/h]	534	1683	1591	1603	1683	1547	1603	1683	1431	635	3204	1431
c, Capacity [veh/h]	93	512	484	166	764	703	168	762	647	90	969	433
d1, Uniform Delay [s]	58.69	33.93	33.96	51.86	25.27	25.27	52.81	25.81	21.78	59.03	41.47	30.67
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	761.55	3.12	3.32	19.96	4.15	4.51	39.44	4.65	1.73	93.58	24.27	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.63	0.47	0.47	0.68	0.64	0.64	0.86	0.67	0.38	1.00	0.98	0.16
d, Delay for Lane Group [s/veh]	820.24	37.05	37.27	71.83	29.42	29.78	92.25	30.45	23.50	152.61	65.74	31.46
Lane Group LOS	F	D	D	E	C	C	F	C	C	F	E	C
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	22.49	6.19	5.90	4.17	11.53	10.68	6.11	12.23	4.94	5.09	17.00	1.57
50th-Percentile Queue Length [ft/ln]	562.22	154.70	147.55	104.25	288.30	267.03	152.69	305.67	123.58	127.23	424.93	39.28
95th-Percentile Queue Length [veh/ln]	40.13	10.27	9.89	7.51	17.10	16.04	10.16	17.96	8.59	8.79	23.76	2.83
95th-Percentile Queue Length [ft/ln]	1003.20	256.69	247.16	187.66	427.54	401.03	254.01	449.03	214.73	219.73	593.96	70.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	820.24	37.14	37.27	71.83	29.53	29.78	92.25	30.45	23.50	152.61	65.74	31.46
Movement LOS	F	D	D	E	C	C	F	C	C	F	E	C
d_A, Approach Delay [s/veh]	304.02			34.07			38.39			70.66		
Approach LOS	F			C			D			E		
d_I, Intersection Delay [s/veh]	96.89											
Intersection LOS	F											
Intersection V/C	0.913											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.788	2.639	3.113	2.666
Crosswalk LOS	C	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	608	908	905	605
d_b, Bicycle Delay [s]	29.05	17.88	17.99	29.19
I_b,int, Bicycle LOS Score for Intersection	2.150	2.432	3.050	2.474
Bicycle LOS	B	B	C	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 2: Vineland Av/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	37.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	130.00	100.00	195.00	185.00	100.00	150.00	90.00	100.00	160.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	108	468	69	171	693	216	46	450	24	73	547	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	11	0	1	0	0	63	0	7	42	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	480	81	173	701	218	46	518	24	81	594	102
Peak Hour Factor	0.9550	0.9550	0.9550	0.9220	0.9220	0.9220	0.8900	0.8900	0.8900	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	126	21	47	190	59	13	146	7	22	162	28
Total Analysis Volume [veh/h]	114	503	85	188	760	236	52	582	27	88	647	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	0	10	10	0	0	10	0	0	10	0
Maximum Green [s]	15	20	0	15	20	0	0	30	0	0	30	0
Amber [s]	3.6	4.4	0.0	3.9	4.4	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	2.0	0.8	0.0	2.0	0.8	0.0	0.0	1.7	0.0	0.0	1.7	0.0
Split [s]	18	31	0	18	31	0	0	41	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.6	3.2	0.0	3.9	3.2	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	Yes		No	Yes			Yes			Yes	
Pedestrian Recall	No	Yes		No	Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.20	5.20	5.90	5.20	5.20	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.20	3.20	3.90	3.20	3.20	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	12	26	26	12	26	26	35	35	35	35	35	35
g / C, Green / Cycle	0.14	0.29	0.29	0.13	0.29	0.29	0.39	0.39	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.07	0.16	0.06	0.12	0.24	0.16	0.08	0.35	0.02	0.12	0.23	0.23
s, saturation flow rate [veh/h]	1603	3204	1431	1603	3204	1431	636	1683	1431	731	1683	1598
c, Capacity [veh/h]	221	919	410	215	919	410	196	654	556	112	654	622
d1, Uniform Delay [s]	36.02	27.16	24.34	38.19	30.02	27.42	32.71	25.69	17.13	44.29	21.85	21.86
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.38	2.34	1.14	35.35	8.47	5.78	3.27	16.57	0.16	41.44	3.94	4.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.55	0.21	0.87	0.83	0.58	0.26	0.89	0.05	0.79	0.59	0.59
d, Delay for Lane Group [s/veh]	44.39	29.51	25.49	73.54	38.48	33.20	35.98	42.26	17.29	85.72	25.79	26.01
Lane Group LOS	D	C	C	E	D	C	D	D	B	F	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	2.81	4.76	1.48	6.11	8.53	4.88	1.17	14.04	0.37	3.23	6.98	6.67
50th-Percentile Queue Length [ft/ln]	70.13	118.97	37.03	152.76	213.18	122.07	29.29	350.97	9.16	80.85	174.45	166.75
95th-Percentile Queue Length [veh/ln]	5.05	8.34	2.67	10.16	13.32	8.51	2.11	20.18	0.66	5.82	11.31	10.91
95th-Percentile Queue Length [ft/ln]	126.24	208.41	66.66	254.11	332.90	212.67	52.73	504.59	16.50	145.52	282.76	272.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.39	29.51	25.49	73.54	38.48	33.20	35.98	42.26	17.29	85.72	25.87	26.01
Movement LOS	D	C	C	E	D	C	D	D	B	F	C	C
d_A, Approach Delay [s/veh]	31.44			43.00			40.75			32.12		
Approach LOS	C			D			D			C		
d_I, Intersection Delay [s/veh]	37.45											
Intersection LOS	D											
Intersection V/C	0.654											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.834	2.827	2.722	2.545
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	573	573	778	778
d_b, Bicycle Delay [s]	22.90	22.90	16.81	16.81
I_b,int, Bicycle LOS Score for Intersection	2.139	2.536	2.650	2.258
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 3: Vineland Ave and Hesby St

Control Type:	Two-way stop	Delay (sec / veh):	22.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑↱		↑↑		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	498	7	0	826	1	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0000	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	8	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	505	7	0	842	1	15
Peak Hour Factor	0.8020	0.8020	1.0000	0.9300	0.5710	0.5710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	157	2	0	226	0	7
Total Analysis Volume [veh/h]	630	9	0	905	2	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.01	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	22.29	10.59
Movement LOS	A	A		A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	3.74	3.74
d_A, Approach Delay [s/veh]	0.00		0.00		11.43	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: Vineland Ave/Lankershim Bl/Camarillo St

Control Type:	Signalized	Delay (sec / veh):	134.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration	↰↰↑↑↱					↰↑↑↱				
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	1	1	0	0	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	100.00	160.00	270.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	16	62	270	0	27	12	156	622	0	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0100	1.0100	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	2	5	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	63	273	0	27	12	160	633	1	77
Peak Hour Factor	1.0000	0.8220	0.8220	1.0000	0.8220	0.8640	0.8640	0.8640	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	19	83	0	8	3	46	183	0	19
Total Analysis Volume [veh/h]	16	77	332	0	33	14	185	733	1	77
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPerm	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv
Signal Group	1	0	6	0	0	5	5	2	0	0
Auxiliary Signal Groups										
Lead / Lag	Lag	-	-	-	-	Lag	Lag	-	-	-
Minimum Green [s]	20	0	12	0	0	14	14	12	0	0
Maximum Green [s]	20	0	40	0	0	20	20	40	0	0
Amber [s]	3.6	0.0	4.4	0.0	0.0	3.9	3.9	4.4	0.0	0.0
All red [s]	2.0	0.0	3.3	0.0	0.0	2.0	2.0	3.3	0.0	0.0
Split [s]	28	0	55	0	0	28	28	55	0	0
Vehicle Extension [s]	3.0	0.0	4.8	0.0	0.0	3.0	3.0	3.4	0.0	0.0
Walk [s]	5	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	10	0	20	0	0	0	0	40	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.6	0.0	5.7	0.0	0.0	5.9	5.9	5.7	0.0	0.0
Minimum Recall	No		Yes				No	Yes		
Maximum Recall	No		No				No	No		
Pedestrian Recall	No		No				No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	7.70	7.70	7.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	5.70	5.70	5.70
g_i, Effective Green Time [s]	0	0	0	47	47	47
g / C, Green / Cycle	0.00	0.00	0.00	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.55	0.10	0.02	0.22	0.23	0.05
s, saturation flow rate [veh/h]	171	3204	1431	915	3204	1431
c, Capacity [veh/h]	40	0	0	270	842	376
d1, Uniform Delay [s]	90.00	0.00	0.00	64.41	63.42	51.70
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	666.85	0.00	0.00	16.34	11.93	1.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.33	10000.00	10000.00	0.74	0.87	0.20
d, Delay for Lane Group [s/veh]	756.85	0.00	0.00	80.75	75.35	52.93
Lane Group LOS	F	F	F	F	E	D
Critical Lane Group	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.70	0.00	0.00	10.01	17.54	2.89
50th-Percentile Queue Length [ft/ln]	117.62	0.00	0.00	250.22	438.52	72.34
95th-Percentile Queue Length [veh/ln]	8.26	0.00	0.00	15.20	24.41	5.21
95th-Percentile Queue Length [ft/ln]	206.55	0.00	0.00	379.93	610.24	130.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	756.85	756.85	0.00	0.00	0.00	80.75	80.75	75.35	0.00	52.93
Movement LOS	F	F	A		A	F	F	E		D
d_A, Approach Delay [s/veh]	153.68					74.70				
Approach LOS	F					E				
d_I, Intersection Delay [s/veh]	134.95									
Intersection LOS	F									
Intersection V/C	0.629									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.937	2.803
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	526
d_b, Bicycle Delay [s]	90.00	48.91
I_b,int, Bicycle LOS Score for Intersection	1.924	2.380
Bicycle LOS	A	B

Intersection Setup

Name										
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	1	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	53	0	182	0	87	0	72	312	27	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0100	1.0000	1.0100	1.0100	1.0000	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	60	9	0	9	0	0	11	67	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	60	193	0	97	0	73	326	94	13
Peak Hour Factor	0.9250	1.0000	0.9250	1.0000	0.9250	1.0000	0.8810	0.8810	1.0000	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	15	52	0	26	0	21	93	24	4
Total Analysis Volume [veh/h]	59	60	209	0	105	0	83	370	94	15
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	4	0	0	0	0	4	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	12	0	0	0	0	12	0	0
Maximum Green [s]	0	0	40	0	0	0	0	40	0	0
Amber [s]	0.0	0.0	4.3	0.0	0.0	0.0	0.0	4.3	0.0	0.0
All red [s]	0.0	0.0	2.7	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Split [s]	0	0	56	0	0	0	0	56	0	0
Vehicle Extension [s]	0.0	0.0	4.7	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	0	42	0	0	0	0	42	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	49	49	49	49	49	49
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.10	0.12	0.15	0.15
s, saturation flow rate [veh/h]	605	1683	1499	706	1683	1554
c, Capacity [veh/h]	121	458	408	167	458	423
d1, Uniform Delay [s]	74.85	52.77	53.02	68.67	55.88	56.02
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.41	2.15	2.57	10.25	4.51	5.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.36	0.37	0.50	0.54	0.55
d, Delay for Lane Group [s/veh]	88.26	54.92	55.59	78.92	60.40	61.04
Lane Group LOS	F	D	E	E	E	E
Critical Lane Group	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.09	6.31	5.93	4.06	10.29	9.71
50th-Percentile Queue Length [ft/ln]	77.34	157.74	148.21	101.55	257.30	242.73
95th-Percentile Queue Length [veh/ln]	5.57	10.43	9.92	7.31	15.55	14.82
95th-Percentile Queue Length [ft/ln]	139.21	260.73	248.03	182.79	388.84	370.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	88.26	0.00	55.07	0.00	55.59	0.00	78.92	60.61	61.04	61.04
Movement LOS	F		E		E		E	E	E	E
d_A, Approach Delay [s/veh]	60.47					63.40				
Approach LOS	E					E				
d_I, Intersection Delay [s/veh]	134.95									
Intersection LOS	F									
Intersection V/C	0.629									

Other Modes

g_Walk,mi, Effective Walk Time [s]	32.2	32.2
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	60.68	60.68
I_p,int, Pedestrian LOS Score for Intersection	2.755	3.013
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	544	544
d_b, Bicycle Delay [s]	47.67	47.67
I_b,int, Bicycle LOS Score for Intersection	1.867	2.011
Bicycle LOS	A	B

Intersection Setup

Name										
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left2	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	35	203	124	18	0	52	503	0	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0100	1.0000	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	173	0	1	0	64	0	249	67
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	46	376	125	19	0	116	503	249	291
Peak Hour Factor	1.0000	0.8800	1.0000	0.8800	0.8800	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	94	36	5	0	29	126	62	73
Total Analysis Volume [veh/h]	0	52	376	142	22	0	116	503	249	291
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	3	0	0	0	0	3	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	15	0	0	0	0	15	0	0
Maximum Green [s]	0	0	60	0	0	0	0	60	0	0
Amber [s]	0.0	0.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	0.0
All red [s]	0.0	0.0	3.7	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Split [s]	0	0	40	0	0	0	0	40	0	0
Vehicle Extension [s]	0.0	0.0	4.4	0.0	0.0	0.0	0.0	4.4	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.8	0.0	0.0	0.0	0.0	5.8	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.80	7.80	7.80	7.80	7.80	7.80	7.80
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.80	5.80	5.80	5.80	5.80	5.80	5.80
g_i, Effective Green Time [s]	32	32	32	32	32	32	32
g / C, Green / Cycle	0.18	0.18	0.18	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.12	0.11	0.11	0.11	0.21	0.25	0.25
s, saturation flow rate [veh/h]	436	1683	1683	1431	554	1683	1479
c, Capacity [veh/h]	40	301	301	256	76	301	264
d1, Uniform Delay [s]	90.00	68.32	68.32	68.52	87.27	73.90	73.90
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	243.23	9.44	9.44	11.65	295.10	200.45	203.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.30	0.63	0.63	0.64	1.53	1.40	1.40
d, Delay for Lane Group [s/veh]	333.23	77.76	77.76	80.17	382.37	274.35	277.00
Lane Group LOS	F	E	E	F	F	F	F
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.59	8.88	8.87	7.88	9.77	30.76	27.22
50th-Percentile Queue Length [ft/ln]	114.68	221.90	221.86	197.12	244.31	768.98	680.45
95th-Percentile Queue Length [veh/ln]	8.26	13.76	13.76	12.49	17.35	46.38	41.55
95th-Percentile Queue Length [ft/ln]	206.42	344.05	343.99	312.25	433.76	1159.44	1038.82

Movement, Approach, & Intersection Results

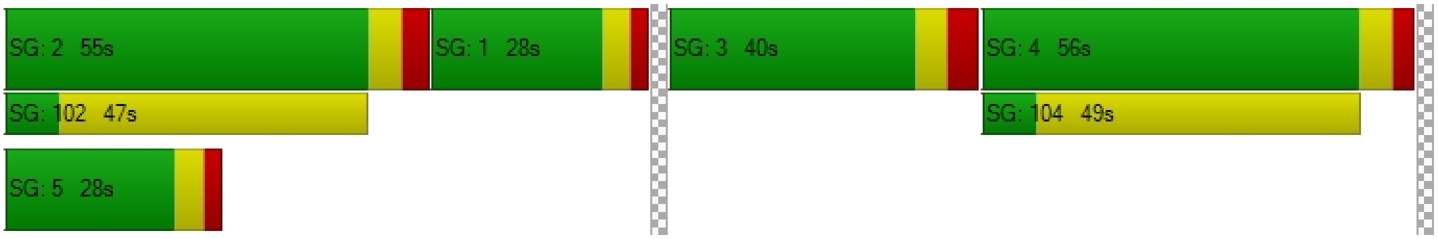
d_M, Delay for Movement [s/veh]	0.00	333.23	77.76	80.17	80.17	0.00	382.37	274.77	0.00	277.00
Movement LOS		F	E	F	F		F	F		F
d_A, Approach Delay [s/veh]	100.87					289.20				
Approach LOS	F					F				
d_I, Intersection Delay [s/veh]	134.95									
Intersection LOS	F									
Intersection V/C	0.629									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.949	2.752
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	358	358
d_b, Bicycle Delay [s]	60.68	60.68
I_b,int, Bicycle LOS Score for Intersection	1.931	2.310
Bicycle LOS	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



5000 Vineland

Vistro File: J:\...\5000_Vineland_v3.vistro
Report File: J:\...\Future_No_Project_PM.pdf

Scenario 6 Future PM Without Project
7/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lankershim Bl/Magnolia Bl	Signalized	HCM 6th Edition	NB Left	0.839	84.7	F
2	Vineland Av/Magnolia Bl	Signalized	HCM 6th Edition	WB Left	0.730	43.9	D
3	Vineland Ave and Hesby St	Two-way stop	HCM 6th Edition	WB Left	0.012	28.0	D
4	Vineland Ave/Lankershim Bl/Camarillo St	Signalized	HCM 6th Edition	NBL2	0.732	277.7	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Lankershim Bl/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	84.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.839

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑→			↰ ↑ ↑→			↰ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	230.00	100.00	100.00	95.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	128	566	72	93	441	110	173	455	205	101	788	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	67	131	25	9	133	25	70	4	104	27	2	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	196	703	98	103	578	136	245	464	311	129	798	176
Peak Hour Factor	0.9520	0.9520	0.9520	0.9060	0.9060	0.9060	0.9320	0.9320	0.9320	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	185	26	28	159	38	66	124	83	35	217	48
Total Analysis Volume [veh/h]	206	738	103	114	638	150	263	498	334	141	869	192
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	37.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	8	10	0	8	10	0	0	10	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	3.6	4.1	0.0	3.6	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.4	0.0	2.0	1.4	0.0	1.8	1.6	0.0	0.0	1.6	0.0
Split [s]	0	42	0	18	60	0	18	60	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	22	0	0	21	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	3.6	3.5	0.0	3.4	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No	No		No	No			No	
Maximum Recall		Yes		No	Yes		No	Yes			Yes	
Pedestrian Recall		Yes		No	Yes		No	Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.60	5.50	5.50	5.40	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.60	3.50	3.50	3.40	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	37	37	37	12	55	55	13	54	54	36	36	36
g / C, Green / Cycle	0.30	0.30	0.30	0.10	0.45	0.45	0.11	0.45	0.45	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.33	0.26	0.26	0.07	0.24	0.24	0.16	0.30	0.23	0.24	0.27	0.13
s, saturation flow rate [veh/h]	618	1683	1612	1603	1683	1574	1603	1683	1431	594	3204	1431
c, Capacity [veh/h]	130	512	490	166	764	715	168	762	647	93	969	433
d1, Uniform Delay [s]	56.34	39.01	39.01	51.93	23.58	23.58	53.70	25.54	23.46	58.81	40.05	33.72
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	296.24	15.16	15.75	20.89	2.65	2.83	280.07	4.35	2.92	278.89	12.65	3.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.58	0.84	0.84	0.69	0.53	0.53	1.56	0.65	0.52	1.51	0.90	0.44
d, Delay for Lane Group [s/veh]	352.58	54.17	54.76	72.82	26.23	26.42	333.77	29.89	26.39	337.70	52.70	36.99
Lane Group LOS	F	D	D	E	C	C	F	C	C	F	D	D
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.66	13.87	13.37	4.28	8.79	8.26	18.16	11.79	7.22	10.05	13.84	4.91
50th-Percentile Queue Length [ft/ln]	366.48	346.74	334.15	106.88	219.65	206.38	454.02	294.68	180.53	251.14	346.11	122.75
95th-Percentile Queue Length [veh/ln]	25.55	19.98	19.36	7.67	13.65	12.97	29.09	17.42	11.63	18.08	19.95	8.54
95th-Percentile Queue Length [ft/ln]	638.68	499.43	484.05	191.66	341.18	324.18	727.23	435.44	290.71	452.06	498.67	213.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	352.58	54.41	54.76	72.82	26.30	26.42	333.77	29.89	26.39	337.70	52.70	36.99
Movement LOS	F	D	D	E	C	C	F	C	C	F	D	D
d_A, Approach Delay [s/veh]	113.11			32.20			101.81			83.62		
Approach LOS	F			C			F			F		
d_I, Intersection Delay [s/veh]	84.66											
Intersection LOS	F											
Intersection V/C	0.839											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.935	2.722	3.059	2.687
Crosswalk LOS	C	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	608	908	905	605
d_b, Bicycle Delay [s]	29.05	17.88	17.99	29.19
I_b,int, Bicycle LOS Score for Intersection	2.423	2.304	3.366	2.551
Bicycle LOS	B	B	C	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 2: Vineland Av/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	43.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.730

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	130.00	100.00	195.00	185.00	100.00	150.00	90.00	100.00	160.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	135	724	170	198	571	164	84	512	40	93	680	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	10	2	0	0	0	38	0	12	55	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	735	182	202	577	166	85	555	40	106	742	145
Peak Hour Factor	0.9470	0.9470	0.9470	0.9270	0.9270	0.9270	0.9380	0.9380	0.9380	0.9330	0.9330	0.9330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	194	48	54	156	45	23	148	11	28	199	39
Total Analysis Volume [veh/h]	144	776	192	218	622	179	91	592	43	114	795	155
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	0	10	10	0	0	10	0	0	10	0
Maximum Green [s]	15	20	0	15	20	0	0	30	0	0	30	0
Amber [s]	3.6	4.4	0.0	3.9	4.4	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	2.0	0.8	0.0	2.0	0.8	0.0	0.0	1.7	0.0	0.0	1.7	0.0
Split [s]	18	31	0	18	31	0	0	41	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.6	3.2	0.0	3.9	3.2	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	Yes		No	Yes			Yes			Yes	
Pedestrian Recall	No	Yes		No	Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.20	5.20	5.90	5.20	5.20	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.20	3.20	3.90	3.20	3.20	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	12	26	26	12	26	26	35	35	35	35	35	35
g / C, Green / Cycle	0.14	0.29	0.29	0.13	0.29	0.29	0.39	0.39	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.09	0.24	0.13	0.14	0.19	0.13	0.17	0.35	0.03	0.16	0.29	0.29
s, saturation flow rate [veh/h]	1603	3204	1431	1603	3204	1431	531	1683	1431	713	1683	1589
c, Capacity [veh/h]	221	919	410	215	919	410	142	654	556	105	654	618
d1, Uniform Delay [s]	36.76	30.22	26.45	38.95	28.41	26.17	41.43	25.92	17.33	44.62	23.68	23.68
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.02	9.40	3.80	64.34	4.00	3.36	20.15	18.28	0.27	112.80	7.59	8.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.84	0.47	1.01	0.68	0.44	0.64	0.90	0.08	1.09	0.75	0.75
d, Delay for Lane Group [s/veh]	50.78	39.61	30.25	103.29	32.41	29.53	61.58	44.20	17.60	157.42	31.27	31.71
Lane Group LOS	D	D	C	F	C	C	E	D	B	F	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	3.81	8.85	3.75	8.52	6.28	3.44	2.81	14.64	0.59	5.61	9.91	9.44
50th-Percentile Queue Length [ft/ln]	95.35	221.32	93.71	213.01	156.98	86.02	70.17	366.03	14.78	140.31	247.80	235.94
95th-Percentile Queue Length [veh/ln]	6.87	13.73	6.75	13.38	10.39	6.19	5.05	20.92	1.06	9.93	15.08	14.48
95th-Percentile Queue Length [ft/ln]	171.64	343.31	168.68	334.40	259.72	154.84	126.31	522.91	26.61	248.37	376.88	361.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.78	39.61	30.25	103.29	32.41	29.53	61.58	44.20	17.60	157.42	31.44	31.71
Movement LOS	D	D	C	F	C	C	E	D	B	F	C	C
d_A, Approach Delay [s/veh]	39.44			47.07			44.81			44.98		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	43.92											
Intersection LOS	D											
Intersection V/C	0.730											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.922	2.913	2.752	2.634
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	573	573	778	778
d_b, Bicycle Delay [s]	22.90	22.90	16.81	16.81
I_b,int, Bicycle LOS Score for Intersection	2.477	2.400	2.758	2.437
Bicycle LOS	B	B	C	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Vineland Ave and Hesby St

Control Type:	Two-way stop	Delay (sec / veh):	28.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑↱		↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	844	19	0	598	1	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0000	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	5	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	860	19	0	609	1	23
Peak Hour Factor	0.9220	0.9220	1.0000	0.9180	0.6000	0.6000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	233	5	0	166	0	10
Total Analysis Volume [veh/h]	933	21	0	663	2	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.01	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	27.99	12.30
Movement LOS	A	A		A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	6.70	6.70
d_A, Approach Delay [s/veh]	0.00		0.00		13.08	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 4: Vineland Ave/Lankershim Bl/Camarillo St

Control Type:	Signalized	Delay (sec / veh):	277.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.732

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration	↰↰↑↑↱					↰↑↑↱				
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	1	1	0	0	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	100.00	160.00	270.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	63	126	427	0	54	18	86	393	0	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0100	1.0100	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	1	3	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	127	431	0	55	18	88	400	0	68
Peak Hour Factor	1.0000	0.9460	0.9460	1.0000	0.9460	0.9230	0.9230	0.9230	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	34	114	0	15	5	24	108	0	17
Total Analysis Volume [veh/h]	63	134	456	0	58	20	95	433	0	68
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPerm	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv
Signal Group	1	0	6	0	0	5	5	2	0	0
Auxiliary Signal Groups										
Lead / Lag	Lag	-	-	-	-	Lag	Lag	-	-	-
Minimum Green [s]	20	0	12	0	0	14	14	12	0	0
Maximum Green [s]	20	0	40	0	0	20	20	40	0	0
Amber [s]	3.6	0.0	4.4	0.0	0.0	3.9	3.9	4.4	0.0	0.0
All red [s]	2.0	0.0	3.3	0.0	0.0	2.0	2.0	3.3	0.0	0.0
Split [s]	28	0	55	0	0	28	28	55	0	0
Vehicle Extension [s]	3.0	0.0	4.8	0.0	0.0	3.0	3.0	3.4	0.0	0.0
Walk [s]	5	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	10	0	20	0	0	0	0	40	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.6	0.0	5.7	0.0	0.0	5.9	5.9	5.7	0.0	0.0
Minimum Recall	No		Yes				No	Yes		
Maximum Recall	No		No				No	No		
Pedestrian Recall	No		No				No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	7.70	7.70	7.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	5.70	5.70	5.70
g_i, Effective Green Time [s]	0	0	0	47	47	47
g / C, Green / Cycle	0.00	0.00	0.00	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	1.05	0.14	0.04	0.14	0.14	0.05
s, saturation flow rate [veh/h]	187	3204	1431	798	3204	1431
c, Capacity [veh/h]	40	0	0	241	842	376
d1, Uniform Delay [s]	90.00	0.00	0.00	58.89	56.56	51.36
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1821.02	0.00	0.00	6.65	2.24	1.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	4.93	10000.00	10000.00	0.48	0.51	0.18
d, Delay for Lane Group [s/veh]	1911.02	0.00	0.00	65.54	58.80	52.41
Lane Group LOS	F	F	F	E	E	D
Critical Lane Group	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	11.12	0.00	0.00	5.08	8.77	2.54
50th-Percentile Queue Length [ft/ln]	277.92	0.00	0.00	127.12	219.18	63.40
95th-Percentile Queue Length [veh/ln]	16.58	0.00	0.00	8.78	13.62	4.56
95th-Percentile Queue Length [ft/ln]	414.62	0.00	0.00	219.57	340.58	114.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1911.02	1911.02	0.00	0.00	0.00	65.54	65.54	58.80	0.00	52.41
Movement LOS	F	F	A		A	E	E	E		D
d_A, Approach Delay [s/veh]	529.49					59.35				
Approach LOS	F					E				
d_I, Intersection Delay [s/veh]	277.68									
Intersection LOS	F									
Intersection V/C	0.732									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.916	2.815
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	526
d_b, Bicycle Delay [s]	90.00	48.91
I_b,int, Bicycle LOS Score for Intersection	2.094	2.051
Bicycle LOS	B	B

Intersection Setup

Name										
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	1	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	81	0	253	0	88	0	70	284	70	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0100	1.0000	1.0100	1.0100	1.0000	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	4	0	4	0	0	3	50	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	59	260	0	93	0	71	290	120	30
Peak Hour Factor	0.8940	1.0000	0.8940	1.0000	0.8940	1.0000	0.9580	0.9580	1.0000	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	15	73	0	26	0	19	76	30	8
Total Analysis Volume [veh/h]	92	59	291	0	104	0	74	303	120	31
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	4	0	0	0	0	4	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	12	0	0	0	0	12	0	0
Maximum Green [s]	0	0	40	0	0	0	0	40	0	0
Amber [s]	0.0	0.0	4.3	0.0	0.0	0.0	0.0	4.3	0.0	0.0
All red [s]	0.0	0.0	2.7	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Split [s]	0	0	56	0	0	0	0	56	0	0
Vehicle Extension [s]	0.0	0.0	4.7	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	0	42	0	0	0	0	42	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	49	49	49	49	49	49
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.17	0.12	0.12	0.13	0.14	0.14
s, saturation flow rate [veh/h]	552	1683	1535	583	1683	1499
c, Capacity [veh/h]	116	458	418	132	458	408
d1, Uniform Delay [s]	79.69	54.26	54.43	73.09	55.50	55.72
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	40.90	3.13	3.56	16.06	4.15	4.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.45	0.46	0.56	0.52	0.53
d, Delay for Lane Group [s/veh]	120.58	57.38	57.99	89.15	59.65	60.59
Lane Group LOS	F	E	E	F	E	E
Critical Lane Group	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	5.66	8.19	7.71	3.91	9.79	9.03
50th-Percentile Queue Length [ft/ln]	141.39	204.81	192.63	97.83	244.87	225.74
95th-Percentile Queue Length [veh/ln]	9.56	12.89	12.26	7.04	14.93	13.96
95th-Percentile Queue Length [ft/ln]	238.89	322.16	306.44	176.09	373.18	348.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	120.58	0.00	57.56	0.00	57.99	0.00	89.15	59.86	60.59	60.59
Movement LOS	F		E		E		F	E	E	E
d_A, Approach Delay [s/veh]	69.56					64.17				
Approach LOS	E					E				
d_I, Intersection Delay [s/veh]	277.68									
Intersection LOS	F									
Intersection V/C	0.732									

Other Modes

g_Walk,mi, Effective Walk Time [s]	32.2	32.2
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	60.68	60.68
I_p,int, Pedestrian LOS Score for Intersection	3.144	2.879
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	544	544
d_b, Bicycle Delay [s]	47.67	47.67
I_b,int, Bicycle LOS Score for Intersection	1.961	1.970
Bicycle LOS	A	A

Intersection Setup

Name										
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left2	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	165	485	239	20	0	48	327	0	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0100	1.0000	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	228	0	5	0	46	0	161	48
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	170	713	241	25	0	94	327	161	287
Peak Hour Factor	1.0000	0.8980	1.0000	0.8980	0.8980	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	47	178	67	7	0	24	82	40	72
Total Analysis Volume [veh/h]	0	189	713	268	28	0	94	327	161	287
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	3	0	0	0	0	3	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	15	0	0	0	0	15	0	0
Maximum Green [s]	0	0	60	0	0	0	0	60	0	0
Amber [s]	0.0	0.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	0.0
All red [s]	0.0	0.0	3.7	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Split [s]	0	0	40	0	0	0	0	40	0	0
Vehicle Extension [s]	0.0	0.0	4.4	0.0	0.0	0.0	0.0	4.4	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.8	0.0	0.0	0.0	0.0	5.8	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.80	7.80	7.80	7.80	7.80	7.80	7.80
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.80	5.80	5.80	5.80	5.80	5.80	5.80
g_i, Effective Green Time [s]	32	32	32	32	32	32	32
g / C, Green / Cycle	0.18	0.18	0.18	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.42	0.21	0.21	0.21	0.31	0.19	0.20
s, saturation flow rate [veh/h]	449	1683	1683	1431	308	1683	1431
c, Capacity [veh/h]	40	301	301	256	40	301	256
d1, Uniform Delay [s]	90.00	73.90	73.90	73.90	90.00	73.90	73.90
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1731.51	107.31	115.62	105.28	677.72	76.81	92.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	4.72	1.17	1.20	1.16	2.35	1.09	1.12
d, Delay for Lane Group [s/veh]	1821.51	181.21	189.52	179.18	767.72	150.71	166.79
Lane Group LOS	F	F	F	F	F	F	F
Critical Lane Group	Yes	No	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	21.12	22.97	23.67	19.38	9.41	20.42	18.50
50th-Percentile Queue Length [ft/ln]	528.09	574.25	591.63	484.50	235.37	510.48	462.49
95th-Percentile Queue Length [veh/ln]	36.74	33.40	34.57	28.60	16.95	29.07	27.08
95th-Percentile Queue Length [ft/ln]	918.61	835.10	864.28	714.90	423.67	726.68	677.04

Movement, Approach, & Intersection Results

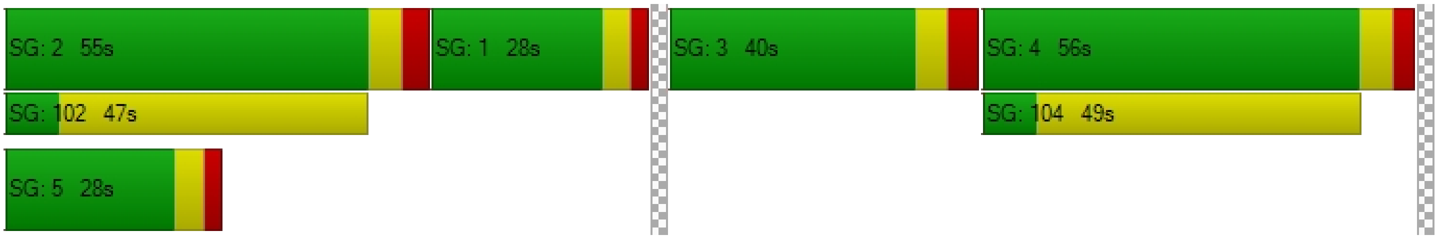
d_M, Delay for Movement [s/veh]	0.00	1821.51	185.40	179.18	179.18	0.00	767.72	150.71	0.00	166.79
Movement LOS		F	F	F	F		F	F		F
d_A, Approach Delay [s/veh]	441.98					239.15				
Approach LOS	F					F				
d_I, Intersection Delay [s/veh]	277.68									
Intersection LOS	F									
Intersection V/C	0.732									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.900	2.939
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	358	358
d_b, Bicycle Delay [s]	60.68	60.68
I_b,int, Bicycle LOS Score for Intersection	2.327	2.144
Bicycle LOS	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX G
Future Post-Project LOS Worksheets

5000 Vineland

Vistro File: J:\...\5000_Vineland_v3.vistro
Report File: J:\...\Future_W_Project_AM.pdf

Scenario 7 Future AM With Project
7/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lankershim Bl/Magnolia Bl	Signalized	HCM 6th Edition	NB Left	0.917	97.4	F
2	Vineland Av/Magnolia Bl	Signalized	HCM 6th Edition	WB Left	0.661	37.6	D
3	Vineland Ave and Hesby St	Two-way stop	HCM 6th Edition	WB Left	0.165	25.2	D
4	Vineland Ave/Lankershim Bl/Camarillo St	Signalized	HCM 6th Edition	NBL2	0.633	135.2	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Lankershim Bl/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	97.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑↱			↰ ↑ ↑↱			↰ ↑ ↱			↰ ↑ ↑ ↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	230.00	100.00	100.00	95.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	121	224	34	66	465	115	116	423	153	43	824	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	99	133	34	29	138	74	4	3	54	36	11	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	221	359	68	96	608	190	121	430	209	79	843	63
Peak Hour Factor	0.9040	0.9040	0.9040	0.8450	0.8450	0.8450	0.8390	0.8390	0.8390	0.8810	0.8810	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	99	19	28	180	56	36	128	62	22	239	18
Total Analysis Volume [veh/h]	244	397	75	114	720	225	144	513	249	90	957	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	37.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	8	10	0	8	10	0	0	10	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	3.6	4.1	0.0	3.6	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.4	0.0	2.0	1.4	0.0	1.8	1.6	0.0	0.0	1.6	0.0
Split [s]	0	42	0	18	60	0	18	60	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	22	0	0	21	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	3.6	3.5	0.0	3.4	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No	No		No	No			No	
Maximum Recall		Yes		No	Yes		No	Yes			Yes	
Pedestrian Recall		Yes		No	Yes		No	Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.60	5.50	5.50	5.40	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.60	3.50	3.50	3.40	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	37	37	37	12	55	55	13	54	54	36	36	36
g / C, Green / Cycle	0.30	0.30	0.30	0.10	0.45	0.45	0.11	0.45	0.45	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.46	0.14	0.14	0.07	0.29	0.29	0.09	0.30	0.17	0.14	0.30	0.05
s, saturation flow rate [veh/h]	534	1683	1591	1603	1683	1547	1603	1683	1431	634	3204	1431
c, Capacity [veh/h]	93	512	484	166	764	703	168	762	647	89	969	433
d1, Uniform Delay [s]	58.69	33.93	33.96	51.93	25.26	25.27	52.81	25.87	21.78	59.11	41.62	30.74
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	761.58	3.12	3.32	20.89	4.15	4.51	39.44	4.73	1.73	98.48	26.00	0.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.63	0.47	0.47	0.69	0.64	0.64	0.86	0.67	0.38	1.01	0.99	0.17
d, Delay for Lane Group [s/veh]	820.27	37.05	37.27	72.82	29.42	29.78	92.25	30.60	23.50	157.58	67.62	31.57
Lane Group LOS	F	D	D	E	C	C	F	C	C	F	E	C
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	22.49	6.19	5.90	4.28	11.53	10.68	6.11	12.34	4.94	5.14	17.40	1.64
50th-Percentile Queue Length [ft/ln]	562.23	154.70	147.55	106.88	288.30	267.04	152.69	308.47	123.58	128.62	434.89	41.09
95th-Percentile Queue Length [veh/ln]	40.13	10.27	9.89	7.67	17.10	16.04	10.16	18.10	8.59	8.92	24.24	2.96
95th-Percentile Queue Length [ft/ln]	1003.21	256.69	247.16	191.66	427.53	401.04	254.01	452.49	214.73	222.91	605.89	73.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	820.27	37.14	37.27	72.82	29.53	29.78	92.25	30.60	23.50	157.58	67.62	31.57
Movement LOS	F	D	D	E	C	C	F	C	C	F	E	C
d_A, Approach Delay [s/veh]	304.03			34.25			38.45			72.54		
Approach LOS	F			C			D			E		
d_I, Intersection Delay [s/veh]	97.36											
Intersection LOS	F											
Intersection V/C	0.917											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.788	2.640	3.115	2.669
Crosswalk LOS	C	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	608	908	905	605
d_b, Bicycle Delay [s]	29.05	17.88	17.99	29.19
I_b,int, Bicycle LOS Score for Intersection	2.150	2.433	3.055	2.483
Bicycle LOS	B	B	C	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Vineland Av/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	37.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.661

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰ ↑ ↑ ↱			↰ ↑ ↑ ↱			↰ ↑ ↱			↰ ↑ ↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	130.00	100.00	195.00	185.00	100.00	150.00	90.00	100.00	160.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	108	468	69	171	693	216	46	450	24	73	547	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	10	16	0	2	0	0	63	3	9	42	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	483	86	173	702	218	46	518	27	83	594	102
Peak Hour Factor	0.9550	0.9550	0.9550	0.9220	0.9220	0.9220	0.8900	0.8900	0.8900	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	126	23	47	190	59	13	146	8	23	162	28
Total Analysis Volume [veh/h]	125	506	90	188	761	236	52	582	30	90	647	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	0	10	10	0	0	10	0	0	10	0
Maximum Green [s]	15	20	0	15	20	0	0	30	0	0	30	0
Amber [s]	3.6	4.4	0.0	3.9	4.4	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	2.0	0.8	0.0	2.0	0.8	0.0	0.0	1.7	0.0	0.0	1.7	0.0
Split [s]	18	31	0	18	31	0	0	41	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.6	3.2	0.0	3.9	3.2	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	Yes		No	Yes			Yes			Yes	
Pedestrian Recall	No	Yes		No	Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.20	5.20	5.90	5.20	5.20	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.20	3.20	3.90	3.20	3.20	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	12	26	26	12	26	26	35	35	35	35	35	35
g / C, Green / Cycle	0.14	0.29	0.29	0.13	0.29	0.29	0.39	0.39	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.08	0.16	0.06	0.12	0.24	0.16	0.08	0.35	0.02	0.12	0.23	0.23
s, saturation flow rate [veh/h]	1603	3204	1431	1603	3204	1431	636	1683	1431	729	1683	1598
c, Capacity [veh/h]	221	919	410	215	919	410	196	654	556	112	654	622
d1, Uniform Delay [s]	36.28	27.19	24.44	38.19	30.03	27.42	32.71	25.69	17.17	44.31	21.85	21.86
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.11	2.38	1.23	35.35	8.52	5.78	3.27	16.57	0.18	44.23	3.94	4.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	0.55	0.22	0.87	0.83	0.58	0.26	0.89	0.05	0.81	0.59	0.59
d, Delay for Lane Group [s/veh]	46.39	29.57	25.67	73.54	38.55	33.20	35.98	42.26	17.35	88.53	25.79	26.00
Lane Group LOS	D	C	C	E	D	C	D	D	B	F	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	3.15	4.79	1.58	6.11	8.55	4.88	1.17	14.04	0.41	3.36	6.98	6.67
50th-Percentile Queue Length [ft/ln]	78.78	119.86	39.40	152.76	213.67	122.07	29.29	350.97	10.21	84.09	174.46	166.75
95th-Percentile Queue Length [veh/ln]	5.67	8.39	2.84	10.16	13.34	8.51	2.11	20.18	0.73	6.05	11.31	10.91
95th-Percentile Queue Length [ft/ln]	141.81	209.63	70.91	254.11	333.54	212.67	52.73	504.59	18.37	151.37	282.76	272.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.39	29.57	25.67	73.54	38.55	33.20	35.98	42.26	17.35	88.53	25.87	26.00
Movement LOS	D	C	C	E	D	C	D	D	B	F	C	C
d_A, Approach Delay [s/veh]	32.00			43.04			40.64			32.54		
Approach LOS	C			D			D			C		
d_I, Intersection Delay [s/veh]	37.64											
Intersection LOS	D											
Intersection V/C	0.661											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.841	2.828	2.724	2.547
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	573	573	778	778
d_b, Bicycle Delay [s]	22.90	22.90	16.81	16.81
I_b,int, Bicycle LOS Score for Intersection	2.154	2.537	2.655	2.259
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Vineland Ave and Hesby St

Control Type:	Two-way stop	Delay (sec / veh):	25.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.165

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑↱		↑↑		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	498	7	0	826	1	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0000	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	6	6	8	19	18
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	505	13	6	842	20	33
Peak Hour Factor	0.8020	0.8020	1.0000	0.9300	0.5710	0.5710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	157	4	2	226	9	14
Total Analysis Volume [veh/h]	630	16	6	905	35	58
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.17	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	25.19	13.49
Movement LOS	A	A		A	D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.97	0.97
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	24.36	24.36
d_A, Approach Delay [s/veh]	0.00		0.00		17.89	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 4: Vineland Ave/Lankershim Bl/Camarillo St

Control Type:	Signalized	Delay (sec / veh):	135.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	1	1	0	0	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	100.00	160.00	270.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	16	62	270	0	27	12	156	622	0	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0100	1.0100	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	5	16	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	63	273	0	27	12	163	644	6	77
Peak Hour Factor	1.0000	0.8220	0.8220	1.0000	0.8220	0.8640	0.8640	0.8640	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	19	83	0	8	3	47	186	2	19
Total Analysis Volume [veh/h]	16	77	332	0	33	14	189	745	6	77
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPerm	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv
Signal Group	1	0	6	0	0	5	5	2	0	0
Auxiliary Signal Groups										
Lead / Lag	Lag	-	-	-	-	Lag	Lag	-	-	-
Minimum Green [s]	20	0	12	0	0	14	14	12	0	0
Maximum Green [s]	20	0	40	0	0	20	20	40	0	0
Amber [s]	3.6	0.0	4.4	0.0	0.0	3.9	3.9	4.4	0.0	0.0
All red [s]	2.0	0.0	3.3	0.0	0.0	2.0	2.0	3.3	0.0	0.0
Split [s]	28	0	55	0	0	28	28	55	0	0
Vehicle Extension [s]	3.0	0.0	4.8	0.0	0.0	3.0	3.0	3.4	0.0	0.0
Walk [s]	5	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	10	0	20	0	0	0	0	40	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.6	0.0	5.7	0.0	0.0	5.9	5.9	5.7	0.0	0.0
Minimum Recall	No		Yes				No	Yes		
Maximum Recall	No		No				No	No		
Pedestrian Recall	No		No				No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	7.70	7.70	7.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	5.70	5.70	5.70
g_i, Effective Green Time [s]	0	0	0	47	47	47
g / C, Green / Cycle	0.00	0.00	0.00	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.55	0.10	0.02	0.22	0.23	0.05
s, saturation flow rate [veh/h]	168	3204	1431	915	3204	1431
c, Capacity [veh/h]	40	0	0	270	842	376
d1, Uniform Delay [s]	90.00	0.00	0.00	64.77	63.73	51.70
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	666.85	0.00	0.00	17.39	13.10	1.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.33	10000.00	10000.00	0.75	0.88	0.20
d, Delay for Lane Group [s/veh]	756.85	0.00	0.00	82.16	76.83	52.93
Lane Group LOS	F	F	F	F	E	D
Critical Lane Group	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.70	0.00	0.00	10.31	18.02	2.89
50th-Percentile Queue Length [ft/ln]	117.62	0.00	0.00	257.87	450.56	72.34
95th-Percentile Queue Length [veh/ln]	8.26	0.00	0.00	15.58	24.98	5.21
95th-Percentile Queue Length [ft/ln]	206.55	0.00	0.00	389.55	624.62	130.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	756.85	756.85	0.00	0.00	0.00	82.16	82.16	76.83	0.00	52.93
Movement LOS	F	F	A		A	F	F	E		D
d_A, Approach Delay [s/veh]	153.68					76.09				
Approach LOS	F					E				
d_I, Intersection Delay [s/veh]	135.23									
Intersection LOS	F									
Intersection V/C	0.633									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.938	2.809
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	526
d_b, Bicycle Delay [s]	90.00	48.91
I_b,int, Bicycle LOS Score for Intersection	1.924	2.394
Bicycle LOS	A	B

Intersection Setup

Name										
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	1	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	53	0	182	0	87	0	72	312	27	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0100	1.0000	1.0100	1.0100	1.0000	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	60	9	0	9	0	0	11	67	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	60	193	0	97	0	73	326	94	13
Peak Hour Factor	0.9250	1.0000	0.9250	1.0000	0.9250	1.0000	0.8810	0.8810	1.0000	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	15	52	0	26	0	21	93	24	4
Total Analysis Volume [veh/h]	61	60	209	0	105	0	83	370	94	15
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	4	0	0	0	0	4	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	12	0	0	0	0	12	0	0
Maximum Green [s]	0	0	40	0	0	0	0	40	0	0
Amber [s]	0.0	0.0	4.3	0.0	0.0	0.0	0.0	4.3	0.0	0.0
All red [s]	0.0	0.0	2.7	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Split [s]	0	0	56	0	0	0	0	56	0	0
Vehicle Extension [s]	0.0	0.0	4.7	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	0	42	0	0	0	0	42	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	49	49	49	49	49	49
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.10	0.12	0.15	0.15
s, saturation flow rate [veh/h]	605	1683	1499	706	1683	1554
c, Capacity [veh/h]	121	458	408	167	458	423
d1, Uniform Delay [s]	75.12	52.77	53.02	68.67	55.88	56.02
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.25	2.15	2.57	10.24	4.51	5.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.36	0.37	0.50	0.54	0.55
d, Delay for Lane Group [s/veh]	89.37	54.92	55.59	78.91	60.40	61.04
Lane Group LOS	F	D	E	E	E	E
Critical Lane Group	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.22	6.31	5.93	4.06	10.29	9.71
50th-Percentile Queue Length [ft/ln]	80.54	157.77	148.18	101.55	257.30	242.73
95th-Percentile Queue Length [veh/ln]	5.80	10.43	9.92	7.31	15.55	14.82
95th-Percentile Queue Length [ft/ln]	144.96	260.77	248.00	182.79	388.84	370.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	89.37	0.00	55.07	0.00	55.59	0.00	78.91	60.61	61.04	61.04
Movement LOS	F		E		E		E	E	E	E
d_A, Approach Delay [s/veh]	60.80					63.40				
Approach LOS	E					E				
d_I, Intersection Delay [s/veh]	135.23									
Intersection LOS	F									
Intersection V/C	0.633									

Other Modes

g_Walk,mi, Effective Walk Time [s]	32.2	32.2
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	60.68	60.68
I_p,int, Pedestrian LOS Score for Intersection	2.755	3.020
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	544	544
d_b, Bicycle Delay [s]	47.67	47.67
I_b,int, Bicycle LOS Score for Intersection	1.869	2.011
Bicycle LOS	A	B

Intersection Setup

Name										
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left2	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	35	203	124	18	0	52	503	0	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0100	1.0000	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	173	0	5	0	64	0	249	67
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	46	376	125	23	0	116	503	249	291
Peak Hour Factor	1.0000	0.8800	1.0000	0.8800	0.8800	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	94	36	7	0	29	126	62	73
Total Analysis Volume [veh/h]	0	52	376	142	26	0	116	503	249	291
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	3	0	0	0	0	3	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	15	0	0	0	0	15	0	0
Maximum Green [s]	0	0	60	0	0	0	0	60	0	0
Amber [s]	0.0	0.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	0.0
All red [s]	0.0	0.0	3.7	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Split [s]	0	0	40	0	0	0	0	40	0	0
Vehicle Extension [s]	0.0	0.0	4.4	0.0	0.0	0.0	0.0	4.4	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.8	0.0	0.0	0.0	0.0	5.8	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.80	7.80	7.80	7.80	7.80	7.80	7.80
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.80	5.80	5.80	5.80	5.80	5.80	5.80
g_i, Effective Green Time [s]	32	32	32	32	32	32	32
g / C, Green / Cycle	0.18	0.18	0.18	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.12	0.11	0.11	0.12	0.21	0.25	0.25
s, saturation flow rate [veh/h]	436	1683	1678	1431	552	1683	1479
c, Capacity [veh/h]	40	301	300	256	75	301	264
d1, Uniform Delay [s]	90.00	68.39	68.39	68.59	87.34	73.90	73.90
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	243.23	9.63	9.67	11.88	301.33	200.45	203.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.30	0.63	0.63	0.64	1.55	1.40	1.40
d, Delay for Lane Group [s/veh]	333.23	78.02	78.06	80.47	388.67	274.35	277.00
Lane Group LOS	F	E	E	F	F	F	F
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.59	8.97	8.95	7.96	9.81	30.76	27.22
50th-Percentile Queue Length [ft/ln]	114.68	224.20	223.74	199.08	245.32	768.98	680.45
95th-Percentile Queue Length [veh/ln]	8.26	13.88	13.86	12.59	17.45	46.38	41.55
95th-Percentile Queue Length [ft/ln]	206.42	346.98	346.40	314.78	436.19	1159.44	1038.82

Movement, Approach, & Intersection Results

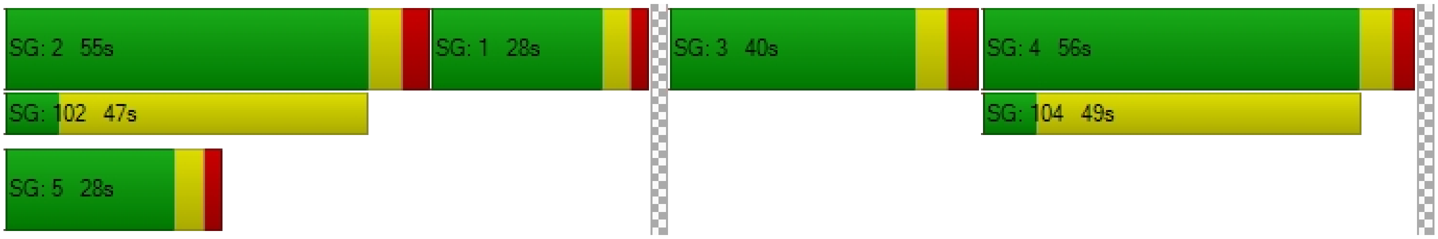
d_M, Delay for Movement [s/veh]	0.00	333.23	78.04	80.47	80.47	0.00	388.67	274.77	0.00	277.00
Movement LOS		F	E	F	F		F	F		F
d_A, Approach Delay [s/veh]	100.98					290.00				
Approach LOS	F					F				
d_I, Intersection Delay [s/veh]	135.23									
Intersection LOS	F									
Intersection V/C	0.633									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.955	2.752
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	358	358
d_b, Bicycle Delay [s]	60.68	60.68
I_b,int, Bicycle LOS Score for Intersection	1.934	2.310
Bicycle LOS	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



5000 Vineland

Vistro File: J:\...\5000_Vineland_v3.vistro
Report File: J:\...\Future_W_Project_PM.pdf

Scenario 8 Future PM With Project
7/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lankershim Bl/Magnolia Bl	Signalized	HCM 6th Edition	WB Left	0.843	85.4	F
2	Vineland Av/Magnolia Bl	Signalized	HCM 6th Edition	WB Left	0.731	44.6	D
3	Vineland Ave and Hesby St	Two-way stop	HCM 6th Edition	WB Left	0.136	30.8	D
4	Vineland Ave/Lankershim Bl/Camarillo St	Signalized	HCM 6th Edition	NBL2	0.745	278.1	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Lankershim Bl/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	85.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	230.00	100.00	100.00	95.00	100.00	100.00	150.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	128	566	72	93	441	110	173	455	205	101	788	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	67	131	25	11	133	25	70	11	104	27	7	27
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	196	703	98	105	578	136	245	471	311	129	803	177
Peak Hour Factor	0.9520	0.9520	0.9520	0.9060	0.9060	0.9060	0.9320	0.9320	0.9320	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	185	26	29	159	38	66	126	83	35	219	48
Total Analysis Volume [veh/h]	206	738	103	116	638	150	263	505	334	141	875	193
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	37.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	8	10	0	8	10	0	0	10	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	3.6	4.1	0.0	3.6	4.1	0.0	0.0	4.1	0.0
All red [s]	0.0	1.4	0.0	2.0	1.4	0.0	1.8	1.6	0.0	0.0	1.6	0.0
Split [s]	0	42	0	18	60	0	18	60	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	22	0	0	21	0	0	25	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	3.6	3.5	0.0	3.4	3.7	0.0	0.0	3.7	0.0
Minimum Recall		No		No	No		No	No			No	
Maximum Recall		Yes		No	Yes		No	Yes			Yes	
Pedestrian Recall		Yes		No	Yes		No	Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.60	5.50	5.50	5.40	5.70	5.70	5.70	5.70	5.70
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.60	3.50	3.50	3.40	3.70	3.70	3.70	3.70	3.70
g_i, Effective Green Time [s]	37	37	37	12	55	55	13	54	54	36	36	36
g / C, Green / Cycle	0.30	0.30	0.30	0.10	0.45	0.45	0.11	0.45	0.45	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.33	0.26	0.26	0.07	0.24	0.24	0.16	0.30	0.23	0.24	0.27	0.13
s, saturation flow rate [veh/h]	618	1683	1612	1603	1683	1574	1603	1683	1431	590	3204	1431
c, Capacity [veh/h]	130	512	490	166	764	715	168	762	647	90	969	433
d1, Uniform Delay [s]	56.34	39.01	39.01	52.00	23.58	23.58	53.70	25.70	23.46	58.97	40.16	33.74
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	296.24	15.16	15.75	21.86	2.65	2.83	280.07	4.52	2.92	300.62	13.23	3.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.58	0.84	0.84	0.70	0.53	0.53	1.56	0.66	0.52	1.56	0.90	0.45
d, Delay for Lane Group [s/veh]	352.58	54.17	54.76	73.86	26.23	26.42	333.77	30.21	26.39	359.60	53.38	37.05
Lane Group LOS	F	D	D	E	C	C	F	C	C	F	D	D
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.66	13.87	13.37	4.38	8.79	8.26	18.16	12.04	7.22	10.27	14.04	4.94
50th-Percentile Queue Length [ft/ln]	366.48	346.74	334.15	109.57	219.66	206.38	454.02	301.05	180.53	256.81	350.95	123.52
95th-Percentile Queue Length [veh/ln]	25.55	19.98	19.36	7.82	13.65	12.97	29.09	17.73	11.63	18.49	20.18	8.59
95th-Percentile Queue Length [ft/ln]	638.67	499.43	484.05	195.40	341.19	324.17	727.23	443.33	290.71	462.26	504.56	214.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	352.58	54.41	54.76	73.86	26.30	26.42	333.77	30.21	26.39	359.60	53.38	37.05
Movement LOS	F	D	D	E	C	C	F	C	C	F	D	D
d_A, Approach Delay [s/veh]	113.11			32.42			101.50			86.49		
Approach LOS	F			C			F			F		
d_I, Intersection Delay [s/veh]	85.44											
Intersection LOS	F											
Intersection V/C	0.843											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.935	2.723	3.062	2.691
Crosswalk LOS	C	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	608	908	905	605
d_b, Bicycle Delay [s]	29.05	17.88	17.99	29.19
I_b,int, Bicycle LOS Score for Intersection	2.423	2.305	3.378	2.557
Bicycle LOS	B	B	C	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Vineland Av/Magnolia Bl

Control Type:	Signalized	Delay (sec / veh):	44.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↰↑↑↱			↰↑↑↱			↰↑↱			↰↑↑↱		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	130.00	100.00	195.00	185.00	100.00	150.00	90.00	100.00	160.00	190.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	135	724	170	198	571	164	84	512	40	93	680	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	6	13	2	3	0	0	38	9	17	55	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	737	185	202	580	166	85	555	49	111	742	145
Peak Hour Factor	0.9470	0.9470	0.9470	0.9270	0.9270	0.9270	0.9380	0.9380	0.9380	0.9330	0.9330	0.9330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	195	49	54	156	45	23	148	13	30	199	39
Total Analysis Volume [veh/h]	150	778	195	218	626	179	91	592	52	119	795	155
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	10	10	0	10	10	0	0	10	0	0	10	0
Maximum Green [s]	15	20	0	15	20	0	0	30	0	0	30	0
Amber [s]	3.6	4.4	0.0	3.9	4.4	0.0	0.0	4.3	0.0	0.0	4.3	0.0
All red [s]	2.0	0.8	0.0	2.0	0.8	0.0	0.0	1.7	0.0	0.0	1.7	0.0
Split [s]	18	31	0	18	31	0	0	41	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	15	0	0	15	0	0	26	0	0	26	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.6	3.2	0.0	3.9	3.2	0.0	0.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	Yes		No	Yes			Yes			Yes	
Pedestrian Recall	No	Yes		No	Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.60	5.20	5.20	5.90	5.20	5.20	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.60	3.20	3.20	3.90	3.20	3.20	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	12	26	26	12	26	26	35	35	35	35	35	35
g / C, Green / Cycle	0.14	0.29	0.29	0.13	0.29	0.29	0.39	0.39	0.39	0.39	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.09	0.24	0.14	0.14	0.20	0.13	0.17	0.35	0.04	0.17	0.29	0.29
s, saturation flow rate [veh/h]	1603	3204	1431	1603	3204	1431	531	1683	1431	707	1683	1589
c, Capacity [veh/h]	221	919	410	215	919	410	142	654	556	105	654	618
d1, Uniform Delay [s]	36.91	30.24	26.51	38.95	28.46	26.17	41.43	25.92	17.44	44.63	23.68	23.68
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.58	9.53	3.91	64.34	4.08	3.36	20.15	18.28	0.33	129.02	7.59	8.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.85	0.48	1.01	0.68	0.44	0.64	0.90	0.09	1.14	0.75	0.75
d, Delay for Lane Group [s/veh]	52.49	39.77	30.43	103.29	32.53	29.53	61.59	44.20	17.77	173.65	31.27	31.71
Lane Group LOS	D	D	C	F	C	C	E	D	B	F	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	4.05	8.90	3.82	8.52	6.34	3.44	2.81	14.64	0.72	6.07	9.91	9.44
50th-Percentile Queue Length [ft/ln]	101.14	222.38	95.53	213.01	158.38	86.02	70.18	366.03	18.01	151.84	247.79	235.95
95th-Percentile Queue Length [veh/ln]	7.28	13.79	6.88	13.38	10.46	6.19	5.05	20.92	1.30	10.83	15.07	14.48
95th-Percentile Queue Length [ft/ln]	182.05	344.66	171.95	334.40	261.58	154.84	126.32	522.91	32.41	270.71	376.86	361.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.49	39.77	30.43	103.29	32.53	29.53	61.59	44.20	17.77	173.65	31.44	31.71
Movement LOS	D	D	C	F	C	C	E	D	B	F	C	C
d_A, Approach Delay [s/veh]	39.84			47.09			44.49			47.31		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	44.60											
Intersection LOS	D											
Intersection V/C	0.731											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.934	2.914	2.754	2.636
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	573	573	778	778
d_b, Bicycle Delay [s]	22.90	22.90	16.81	16.81
I_b,int, Bicycle LOS Score for Intersection	2.486	2.404	2.772	2.442
Bicycle LOS	B	B	C	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: Vineland Ave and Hesby St

Control Type:	Two-way stop	Delay (sec / veh):	30.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.136

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑↱		↑↑		↰↱	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	844	19	0	598	1	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0000	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	18	17	5	12	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	860	37	17	609	13	34
Peak Hour Factor	0.9220	0.9220	1.0000	0.9180	0.6000	0.6000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	233	10	4	166	5	14
Total Analysis Volume [veh/h]	933	40	17	663	22	57
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.14	0.11
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	30.79	15.10
Movement LOS	A	A		A	D	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.93	0.93
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	23.18	23.18
d_A, Approach Delay [s/veh]	0.00		0.00		19.47	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.90					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 4: Vineland Ave/Lankershim Bl/Camarillo St

Control Type:	Signalized	Delay (sec / veh):	278.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name										
Approach	Northbound					Southbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	0	1	1	0	0	0	1
Entry Pocket Length [ft]	160.00	100.00	100.00	100.00	160.00	270.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	63	126	427	0	54	18	86	393	0	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0100	1.0100	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	3	10	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	127	431	0	55	18	90	407	4	68
Peak Hour Factor	1.0000	0.9460	0.9460	1.0000	0.9460	0.9230	0.9230	0.9230	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	34	114	0	15	5	24	110	1	17
Total Analysis Volume [veh/h]	63	134	456	0	58	20	98	441	4	68
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPerm	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Protected	Permissiv	Permissiv	Permissiv
Signal Group	1	0	6	0	0	5	5	2	0	0
Auxiliary Signal Groups										
Lead / Lag	Lag	-	-	-	-	Lag	Lag	-	-	-
Minimum Green [s]	20	0	12	0	0	14	14	12	0	0
Maximum Green [s]	20	0	40	0	0	20	20	40	0	0
Amber [s]	3.6	0.0	4.4	0.0	0.0	3.9	3.9	4.4	0.0	0.0
All red [s]	2.0	0.0	3.3	0.0	0.0	2.0	2.0	3.3	0.0	0.0
Split [s]	28	0	55	0	0	28	28	55	0	0
Vehicle Extension [s]	3.0	0.0	4.8	0.0	0.0	3.0	3.0	3.4	0.0	0.0
Walk [s]	5	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	10	0	20	0	0	0	0	40	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.6	0.0	5.7	0.0	0.0	5.9	5.9	5.7	0.0	0.0
Minimum Recall	No		Yes				No	Yes		
Maximum Recall	No		No				No	No		
Pedestrian Recall	No		No				No	No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	7.70	7.70	7.70
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	5.70	5.70	5.70
g_i, Effective Green Time [s]	0	0	0	47	47	47
g / C, Green / Cycle	0.00	0.00	0.00	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	1.08	0.14	0.04	0.15	0.14	0.05
s, saturation flow rate [veh/h]	183	3204	1431	798	3204	1431
c, Capacity [veh/h]	40	0	0	241	842	376
d1, Uniform Delay [s]	90.00	0.00	0.00	59.15	56.72	51.36
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1821.02	0.00	0.00	6.97	2.33	1.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	4.93	10000.00	10000.00	0.49	0.52	0.18
d, Delay for Lane Group [s/veh]	1911.02	0.00	0.00	66.12	59.05	52.41
Lane Group LOS	F	F	F	E	E	D
Critical Lane Group	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	11.12	0.00	0.00	5.25	8.96	2.54
50th-Percentile Queue Length [ft/ln]	277.92	0.00	0.00	131.22	223.99	63.40
95th-Percentile Queue Length [veh/ln]	16.58	0.00	0.00	9.01	13.87	4.56
95th-Percentile Queue Length [ft/ln]	414.62	0.00	0.00	225.15	346.71	114.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1911.02	1911.02	0.00	0.00	0.00	66.12	66.12	59.05	0.00	52.41
Movement LOS	F	F	A		A	E	E	E		D
d_A, Approach Delay [s/veh]	529.49					59.66				
Approach LOS	F					E				
d_I, Intersection Delay [s/veh]	278.06									
Intersection LOS	F									
Intersection V/C	0.745									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft^2/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft^2/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.917	2.827
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	526
d_b, Bicycle Delay [s]	90.00	48.91
I_b,int, Bicycle LOS Score for Intersection	2.094	2.060
Bicycle LOS	B	B

Intersection Setup

Name										
Approach	Eastbound					Westbound				
Lane Configuration										
Turning Movement	Left	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	1	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	81	0	253	0	88	0	70	284	70	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0100	1.0000	1.0100	1.0100	1.0000	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	59	4	0	4	0	0	3	50	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	59	260	0	93	0	71	290	120	32
Peak Hour Factor	0.8940	1.0000	0.8940	1.0000	0.8940	1.0000	0.9580	0.9580	1.0000	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	15	73	0	26	0	19	76	30	8
Total Analysis Volume [veh/h]	97	59	291	0	104	0	74	303	120	33
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	4	0	0	0	0	4	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	12	0	0	0	0	12	0	0
Maximum Green [s]	0	0	40	0	0	0	0	40	0	0
Amber [s]	0.0	0.0	4.3	0.0	0.0	0.0	0.0	4.3	0.0	0.0
All red [s]	0.0	0.0	2.7	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Split [s]	0	0	56	0	0	0	0	56	0	0
Vehicle Extension [s]	0.0	0.0	4.7	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	0	42	0	0	0	0	42	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.00	7.00	7.00	7.00	7.00	7.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.00	5.00	5.00	5.00	5.00	5.00
g_i, Effective Green Time [s]	49	49	49	49	49	49
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.18	0.12	0.12	0.13	0.14	0.15
s, saturation flow rate [veh/h]	551	1683	1535	583	1683	1497
c, Capacity [veh/h]	116	458	418	132	458	408
d1, Uniform Delay [s]	80.34	54.26	54.43	73.09	55.55	55.76
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	48.39	3.13	3.56	16.05	4.19	4.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.45	0.46	0.56	0.52	0.53
d, Delay for Lane Group [s/veh]	128.73	57.39	57.98	89.14	59.74	60.69
Lane Group LOS	F	E	E	F	E	E
Critical Lane Group	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	6.13	8.19	7.70	3.91	9.85	9.07
50th-Percentile Queue Length [ft/ln]	153.15	204.86	192.57	97.82	246.32	226.87
95th-Percentile Queue Length [veh/ln]	10.18	12.89	12.25	7.04	15.00	14.02
95th-Percentile Queue Length [ft/ln]	254.62	322.23	306.36	176.08	375.02	350.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	128.73	0.00	57.56	0.00	57.98	0.00	89.14	59.94	60.69	60.69
Movement LOS	F		E		E		F	E	E	E
d_A, Approach Delay [s/veh]	71.68						64.24			
Approach LOS	E						E			
d_I, Intersection Delay [s/veh]	278.06									
Intersection LOS	F									
Intersection V/C	0.745									

Other Modes

g_Walk,mi, Effective Walk Time [s]	32.2	32.2
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	60.68	60.68
I_p,int, Pedestrian LOS Score for Intersection	3.145	2.884
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	544	544
d_b, Bicycle Delay [s]	47.67	47.67
I_b,int, Bicycle LOS Score for Intersection	1.966	1.970
Bicycle LOS	A	A

Intersection Setup

Name										
Approach	Northwestbound					Southeastbound				
Lane Configuration										
Turning Movement	Left2	Left	Thru	Right	Right	Left2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00					30.00				
Grade [%]	0.00					0.00				
Curb Present	No					No				
Crosswalk	Yes					Yes				

Volumes

Name										
Base Volume Input [veh/h]	0	165	485	239	20	0	48	327	0	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0100	1.0000	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	228	0	16	0	46	0	161	48
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	170	713	241	36	0	94	327	161	287
Peak Hour Factor	1.0000	0.8980	1.0000	0.8980	0.8980	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	47	178	67	10	0	24	82	40	72
Total Analysis Volume [veh/h]	0	189	713	268	40	0	94	327	161	287
Presence of On-Street Parking	No				No	No				No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0				
v_di, Inbound Pedestrian Volume crossing th	0					0				
v_co, Outbound Pedestrian Volume along th	0					0				
v_ci, Inbound Pedestrian Volume along the le	0					0				
v_ab, Corner Pedestrian Volume [ped/h]	0					0				
Bicycle Volume [bicycles/h]	0					0				

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	180
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv	Permissiv
Signal Group	0	0	3	0	0	0	0	3	0	0
Auxiliary Signal Groups										
Lead / Lag	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	0	15	0	0	0	0	15	0	0
Maximum Green [s]	0	0	60	0	0	0	0	60	0	0
Amber [s]	0.0	0.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	0.0
All red [s]	0.0	0.0	3.7	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Split [s]	0	0	40	0	0	0	0	40	0	0
Vehicle Extension [s]	0.0	0.0	4.4	0.0	0.0	0.0	0.0	4.4	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No					No		
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	5.8	0.0	0.0	0.0	0.0	5.8	0.0	0.0
Minimum Recall			No					No		
Maximum Recall			No					No		
Pedestrian Recall			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	C
C, Cycle Length [s]	180	180	180	180	180	180	180
L, Total Lost Time per Cycle [s]	7.80	7.80	7.80	7.80	7.80	7.80	7.80
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	5.80	5.80	5.80	5.80	5.80	5.80	5.80
g_i, Effective Green Time [s]	32	32	32	32	32	32	32
g / C, Green / Cycle	0.18	0.18	0.18	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.42	0.21	0.21	0.21	0.31	0.19	0.20
s, saturation flow rate [veh/h]	449	1683	1682	1431	304	1683	1431
c, Capacity [veh/h]	40	301	301	256	40	301	256
d1, Uniform Delay [s]	90.00	73.90	73.90	73.90	90.00	73.90	73.90
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1731.51	112.54	112.58	120.44	677.72	76.81	92.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	4.72	1.19	1.19	1.20	2.35	1.09	1.12
d, Delay for Lane Group [s/veh]	1821.51	186.44	186.48	194.34	767.72	150.71	166.79
Lane Group LOS	F	F	F	F	F	F	F
Critical Lane Group	Yes	No	No	No	No	No	No
50th-Percentile Queue Length [veh/ln]	21.12	23.41	23.39	20.46	9.41	20.42	18.50
50th-Percentile Queue Length [ft/ln]	528.09	585.19	584.83	511.45	235.37	510.48	462.49
95th-Percentile Queue Length [veh/ln]	36.74	34.14	34.12	30.43	16.95	29.07	27.08
95th-Percentile Queue Length [ft/ln]	918.61	853.48	853.03	760.84	423.67	726.68	677.04

Movement, Approach, & Intersection Results

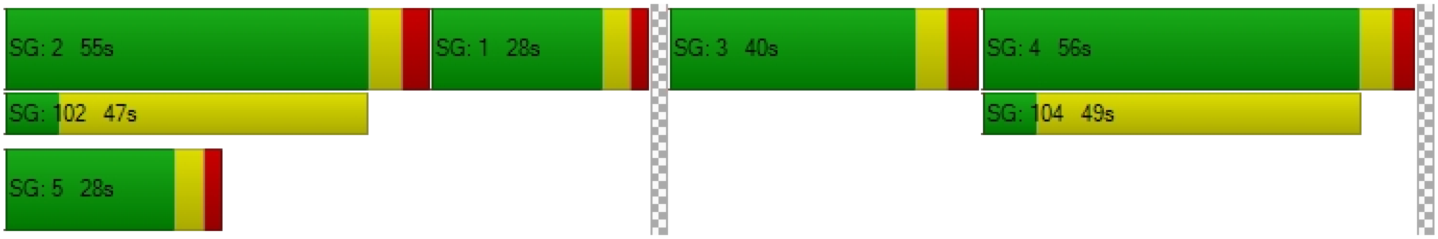
d_M, Delay for Movement [s/veh]	0.00	1821.51	186.46	194.34	194.34	0.00	767.72	150.71	0.00	166.79
Movement LOS		F	F	F	F		F	F		F
d_A, Approach Delay [s/veh]	443.85					239.15				
Approach LOS	F					F				
d_I, Intersection Delay [s/veh]	278.06									
Intersection LOS	F									
Intersection V/C	0.745									

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	79.34	79.34
I_p,int, Pedestrian LOS Score for Intersection	2.906	2.939
Crosswalk LOS	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	358	358
d_b, Bicycle Delay [s]	60.68	60.68
I_b,int, Bicycle LOS Score for Intersection	2.337	2.144
Bicycle LOS	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with Los Angeles City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at http://ladot.lacity.org.
- A transportation study is not needed for the following project applications:
    - Ministerial / by-right projects
    - Discretionary projects limited to a request for change in hours of operation
    - Tenant improvement within an existing shopping center for change of tenants
    - Any project only installing a parking lot or parking structure
    - Time extension
    - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

☐ Copy of Department of City Planning Application (CP-7771.1).

☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.

☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.

☐ Copy of project-specific VMT Calculator analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see this map for geographical reference):

Metro
213-972-8482
100 S. Main St, 9th Floor
Los Angeles, CA 90012

West LA
213-485-1062
7166 W. Manchester Blvd
Los Angeles, CA 90045

Valley
818-374-4699
6262 Van Nuys Blvd, 3rd Floor
Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: CPC-2021-10706-DB-SPR-HCA

Address: 5000 Vineland

Project Description: 139 unit multi-family residential project

Seeking Existing Use Credit (will be calculated by LADOT): Yes ☐ No ☐ Not sure ✓

Applicant Name: Athena Novak

Applicant E-mail: athenanvk@aol.com Applicant Phone: (818) 906-7449

Planning Staff Initials: S.E. **Date:** 05/24/23

2. PROJECT REFERRAL TABLE

	Land Use (list all)	**Size / Unit**	**Daily Trips**[1]
Proposed[1]	Mixed-Use Residential	139 units/123,918 sf	603
		Total trips[1]:	

a. Does the proposed project involve a discretionary action? **Yes** ☑ **No** ☐

b. Would the proposed project generate 250 or more daily vehicle trips[2]? **Yes** ☑ **No** ☐

c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station[3]? **Yes** ☐ **No** ☐

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

Verified by: Planning Staff Name: Stephanie Escobar Phone: 213-978-1492

Signature: Stephanie Escobar Date: 05/24/23

---

[1] Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

[2] To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '**+**' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's VMT Calculator User Guide and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

[3] Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	**Size / Unit**	**Daily Trips**
Proposed			
	Total new trips:		
Existing			
	Total existing trips:		
	Net Increase / Decrease (+ or -)		

a. Is the project a single retail use that is less than 50,000 square feet? **Yes** ☐ **No** ☐
b. Would the project generate a net increase of 250 or more daily vehicle trips? **Yes** ☐ **No** ☐
c. Would the project generate a net increase of 500 or more daily vehicle trips? **Yes** ☐ **No** ☐
d. Would the project result in a net increase in daily VMT? **Yes** ☐ **No** ☐
e. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? **Yes** ☐ **No** ☐

f. Does the project trigger Site Plan Review (LAMC 16.05)? **Yes** ☐ **No** ☐

g. Project size:
  i. Would the project generate a net increase of 1,000 or more daily vehicle trips? **Yes** ☐ **No** ☐
  ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☐
  iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☐

VMT Analysis (CEQA Review)
If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.
If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)
If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.
If **YES** to **f.** and either **g.i.**, **g.ii.**, or **g.iii.**, an access assessment may be required.

LADOT Comments:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** ☐ **No** ☐

Fee Calculation Estimate: ______________________________

VMT Analysis Required (Question b. satisfied): **Yes** ☐ **No** ☐

Access, Safety, and Circulation Evaluation Required (Question c. satisfied): **Yes** ☐ **No** ☐

Access Assessment Required (Question c., f., and either g.i., g.ii. or g.iii satisfied): **Yes** ☐ **No** ☐

Prepared by DOT Staff Name: ______________________ Phone: ________________

Signature: ______________________ Date: ________________

P/U w/ Briana/
m 88 KOA 9/19

LADOT

Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 5000 Vineland

Project Address: 5000, 5006 Vineland Avenue and 10950 Hesby Street, Los Angeles, CA 91601

Project Description: 139-unit multi-family residential project

LADOT Project Case Number: ____________ Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

☐ Reduced Parking Supply[2]	☐ Bicycle Parking and Amenities	☐ Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 ____________ 4 ____________
2 ____________ 5 ____________
3 ____________ 6 ____________

III. TRIP GENERATION

Trip Generation Rate(s) Source: [✓ ITE 10th Edition] / Other ____________

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Existing Active or Previous Land Use	☐	☐
Internal Trip	☐	☒
Pass-By Trip	☐	☒
Transportation Demand Management (See above)	☐	☐

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	12	33	45
PM Trips	34	21	55

NET Daily Vehicle Trips (DVT)
681 DVT (ITE 10th ed.)
603 DVT (VMT Calculator ver. 1.3)

---

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☐ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 Lankershim Bl & Magnolia Bl
2 Vineland Ave & Magnolia Bl
3 Vineland Ave & Hesby St
4 Vineland Ave, Lankershim Bl & Camarillo St
5 ____________
6 ____________

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☐ Yes ☒ No

b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☐	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☐	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☐	☐	☐
*Project trip distribution percentages at each study intersection	☐	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☐	☐	☐
Pedestrian access points and any pedestrian paths	☐	☐	☐
Pedestrian loading zones	☐	☐	☐
Delivery loading zone or area	☐	☐	☐
Bicycle parking onsite	☐	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☐

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☒ YES ☐ NO

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

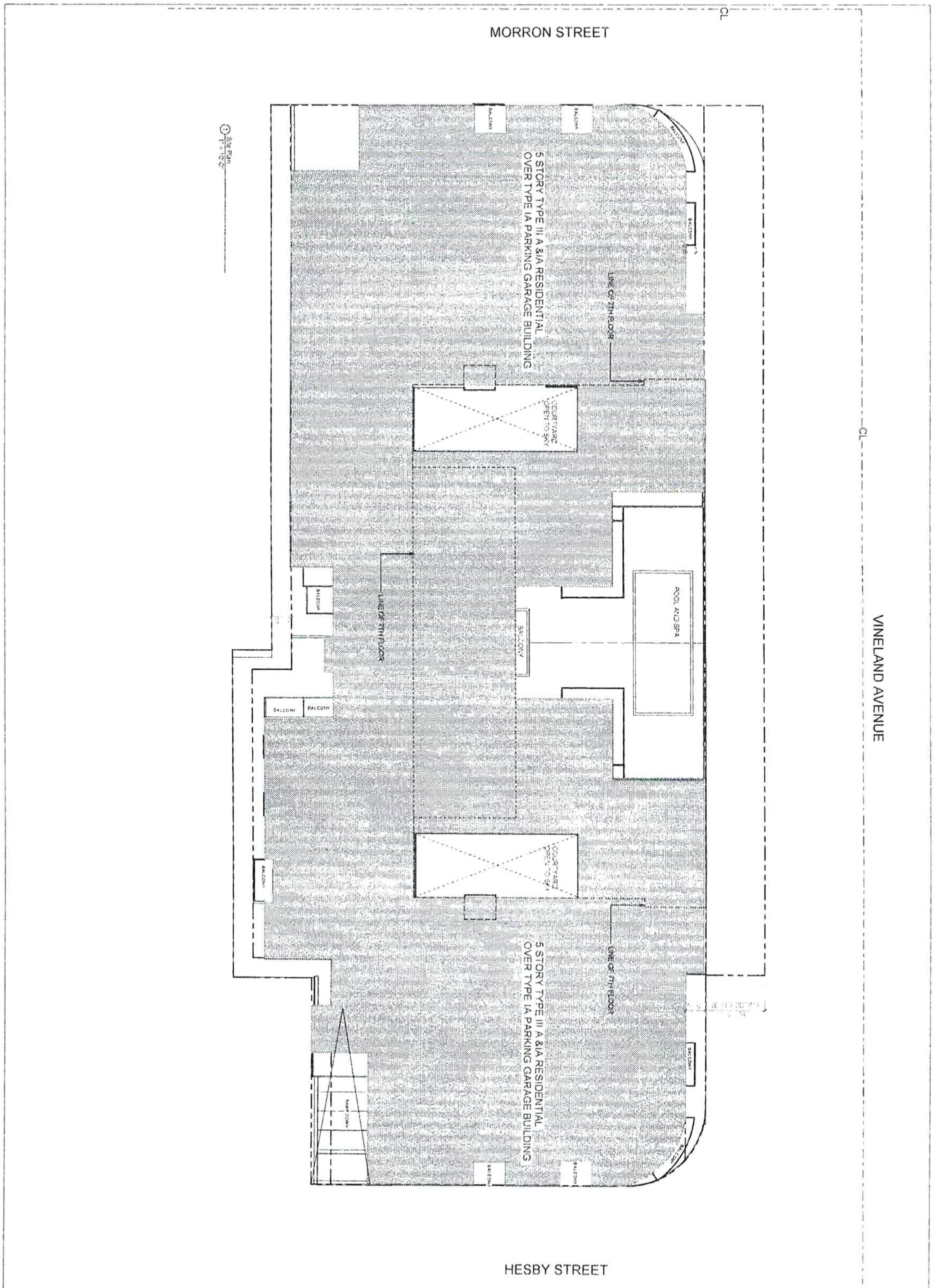
IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Brian Marchetti, AICP	Alan Kleinman, NoHo Properties LLC
Address:	1100 Corporate Center Drive Ste. 201, Monterey Park, CA 91754	16060 Ventura Blvd #300 Encino, CA 91436
Phone Number:	(323) 859-3129	
E-Mail:	bmarchetti@kaocorp.com	

Approved by: x Brian Marchetti ______ 1/5/21 ______ x ______________ ______
Consultant's Representative Date LADOT Representative **Date

Adjacent Municipality: ______________ Approved by: ______________ ______
(if applicable) Representative Date

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



SHEET NO.
A2.01

APROVED BY:
Approver

DRAWN BY:
Author

DATE:
4/5/2021 3:12:07 PM

PROJECT NO

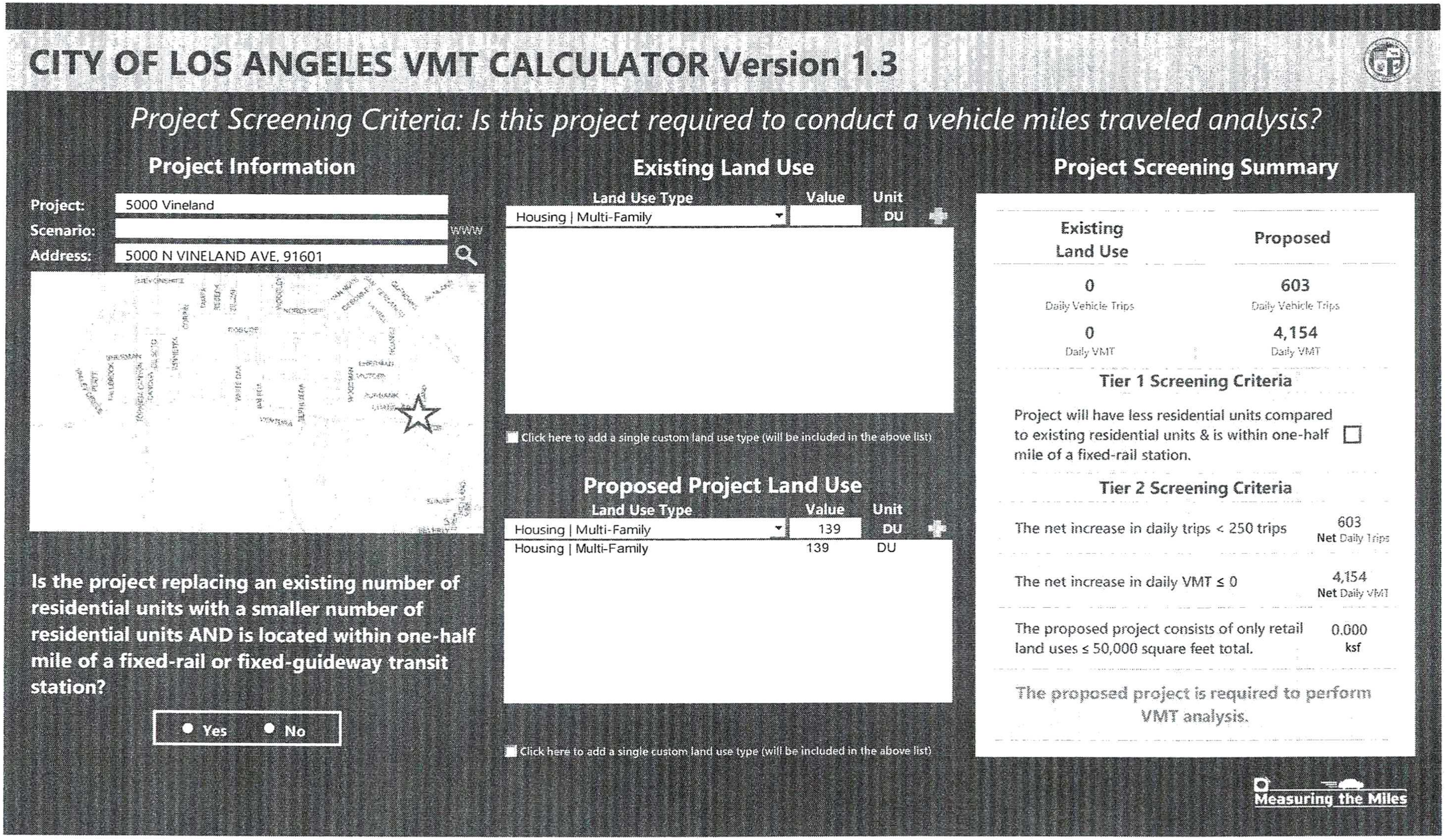
SHEET TITLE SITE PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5006 VINELAND AVE NORTH HOLLYWOOD CA
91601

REVISIONS	
1	
2	
3	
NO	DATE:

MALY ARCHITECTS INC



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 5000 Vineland
Scenario:
Address: 5000 N VINELAND AVE, 91601

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

● Yes ● No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family		DU

■ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	139	DU
Housing | Multi-Family	139	DU

■ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	603 Daily Vehicle Trips
0 Daily VMT	4,154 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	603 Net Daily Trips
The net increase in daily VMT ≤ 0	4,154 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

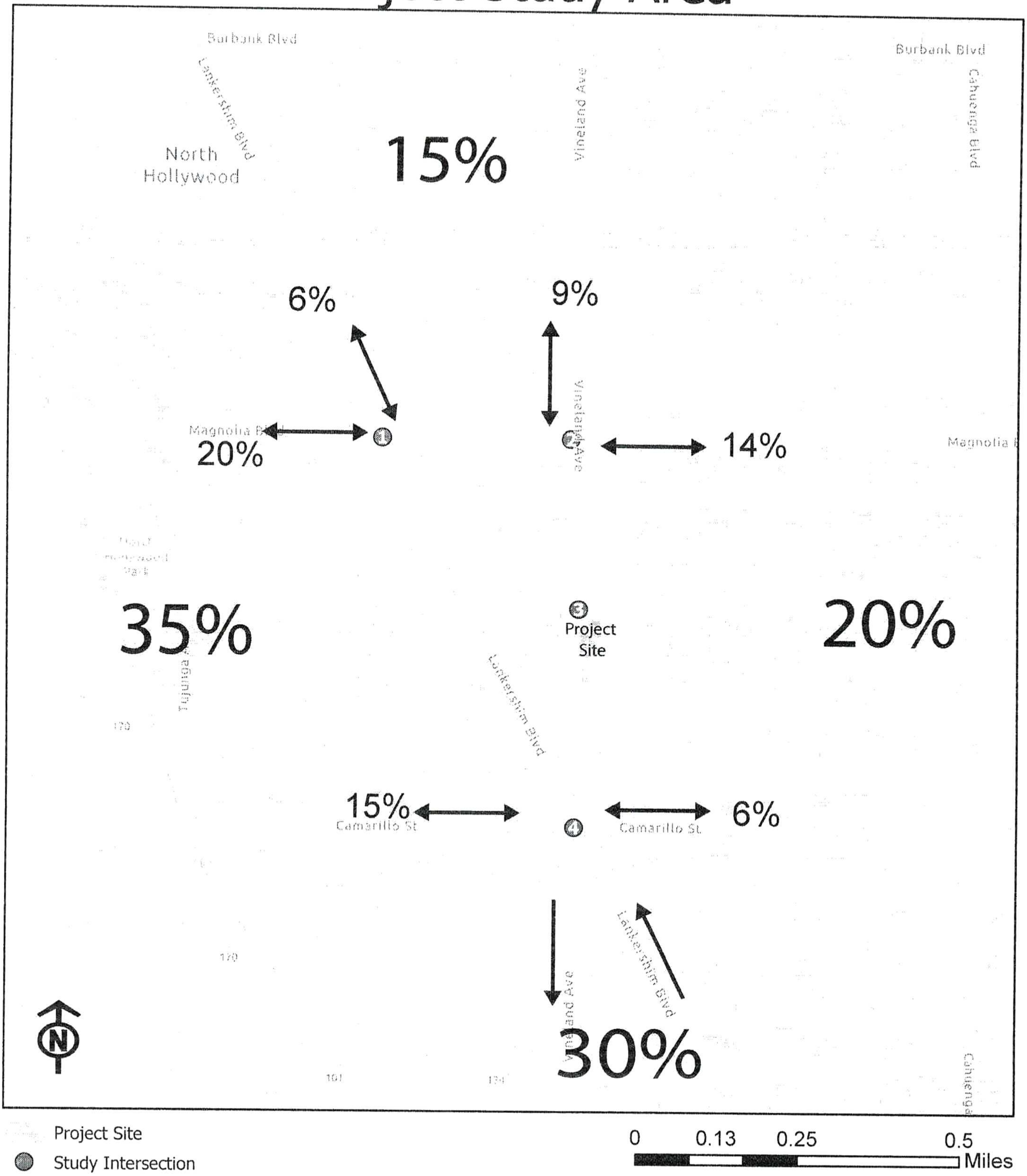
12/27/2021

ITE Code	Category	Land Use	Area Type (Urban/Suburban or High-Density)	Trip Type (Vehicles or Persons)	Average Vehicle Trip Ends Basis	Daily	AM Peak Hour			PM Peak Hour		
						Rate	Rate	% In	% Out	Rate	% In	% Out
10th edition rates 221	Residential	Multifamily Housing (Mid-Rise)	Urban/Suburban	Vehicles	Dwelling Units	5.44	0.36	26%	74%	0.44	61%	38%
		Multi-Family Housing			139	756	50	13	37	61	38	23
		Transit Credit -10% (with 1/4 mile of major bus stop*)			10%	(76)	(5)	(1)	(4)	(6)	(4)	(2)
		Subtotal				**681**	**45**	**12**	**33**	**55**	**34**	**21**
		Grand Total				681	45	12	33	55	34	21

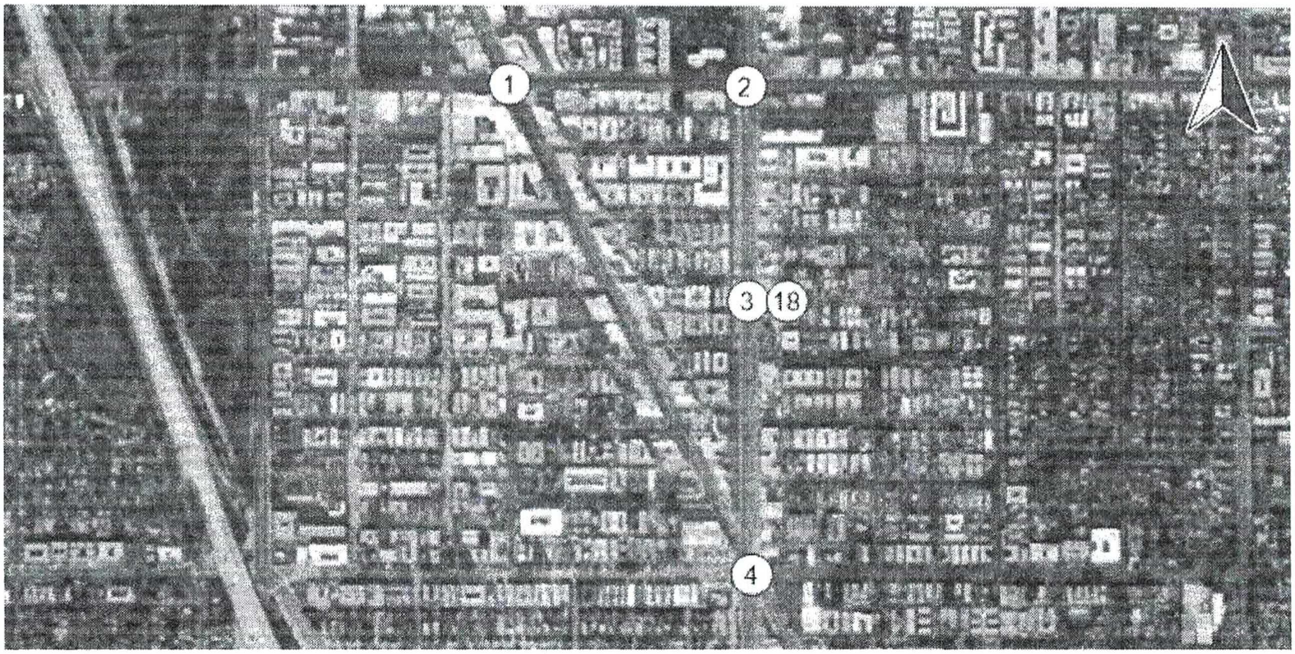
* Major bus stop is defined as having a peak frequency headways of 15 minutes or less

We are proposing 139 units, 3 lots combined in 1.

Project Study Area



Traffic Volume - Net New Site Trips



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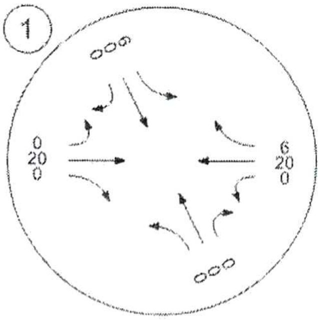

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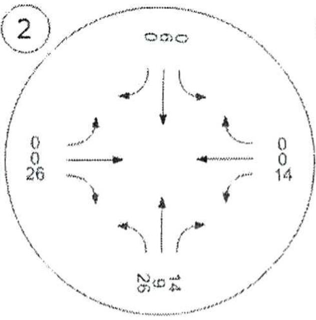

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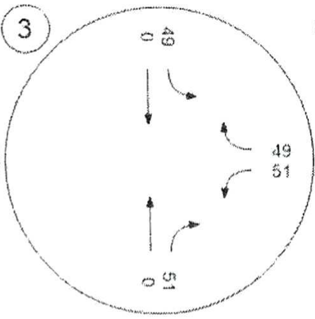

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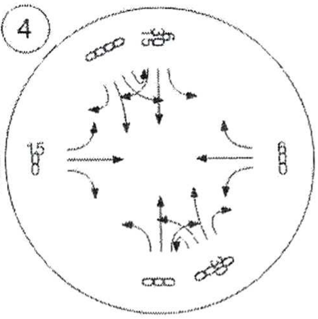

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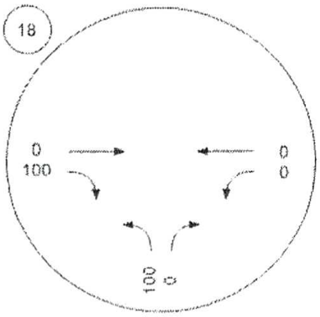

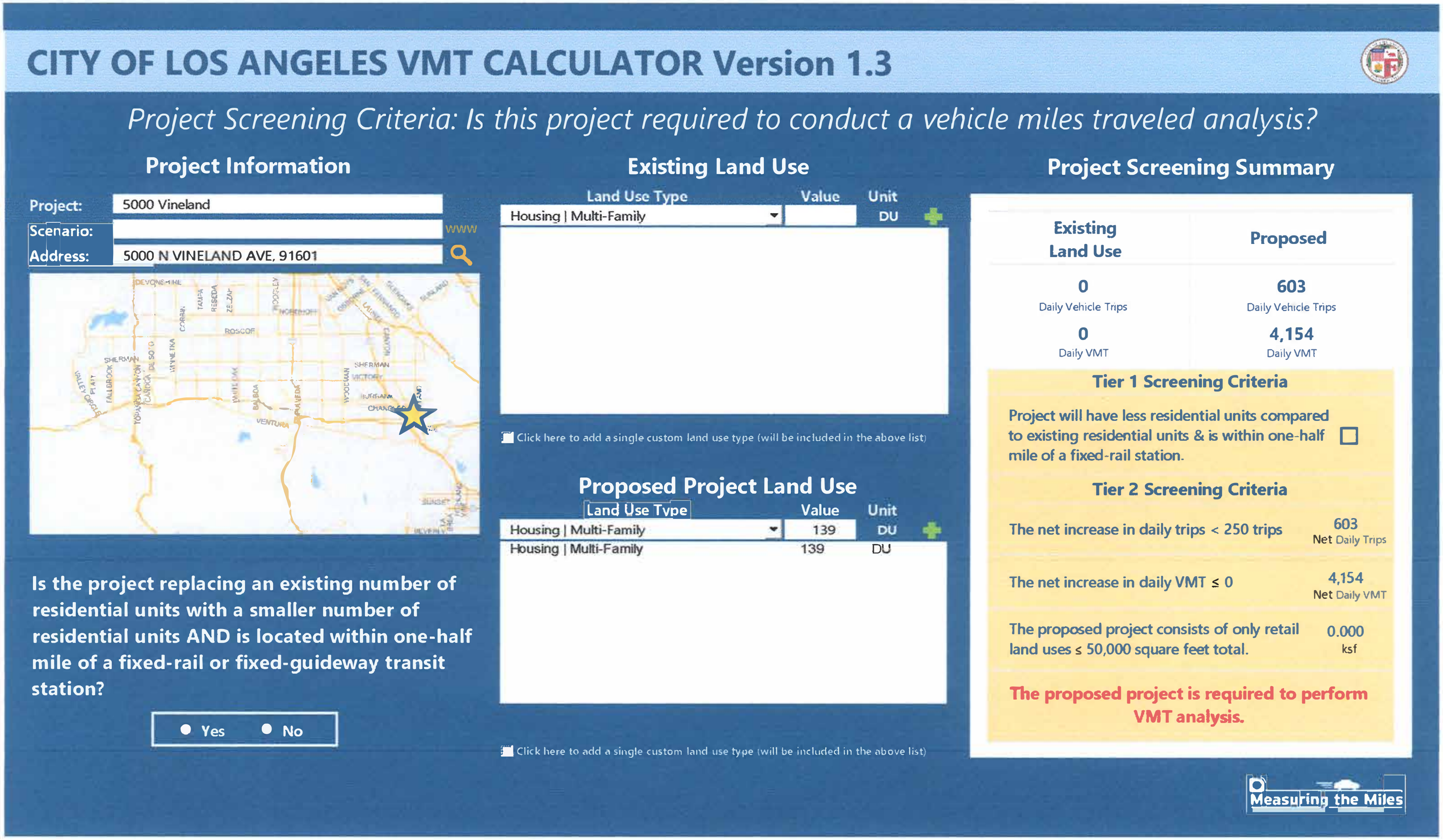

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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● Yes ● No

Existing Land Use

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☐ Click here to add a single custom land use type (will be included in the above list)

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12/27/2021

					Average Vehicle	Daily	AM Peak Hour			PM Peak Hour		
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		Subtotal				**681**	**45**	**12**	**33**	**55**	**34**	**21**
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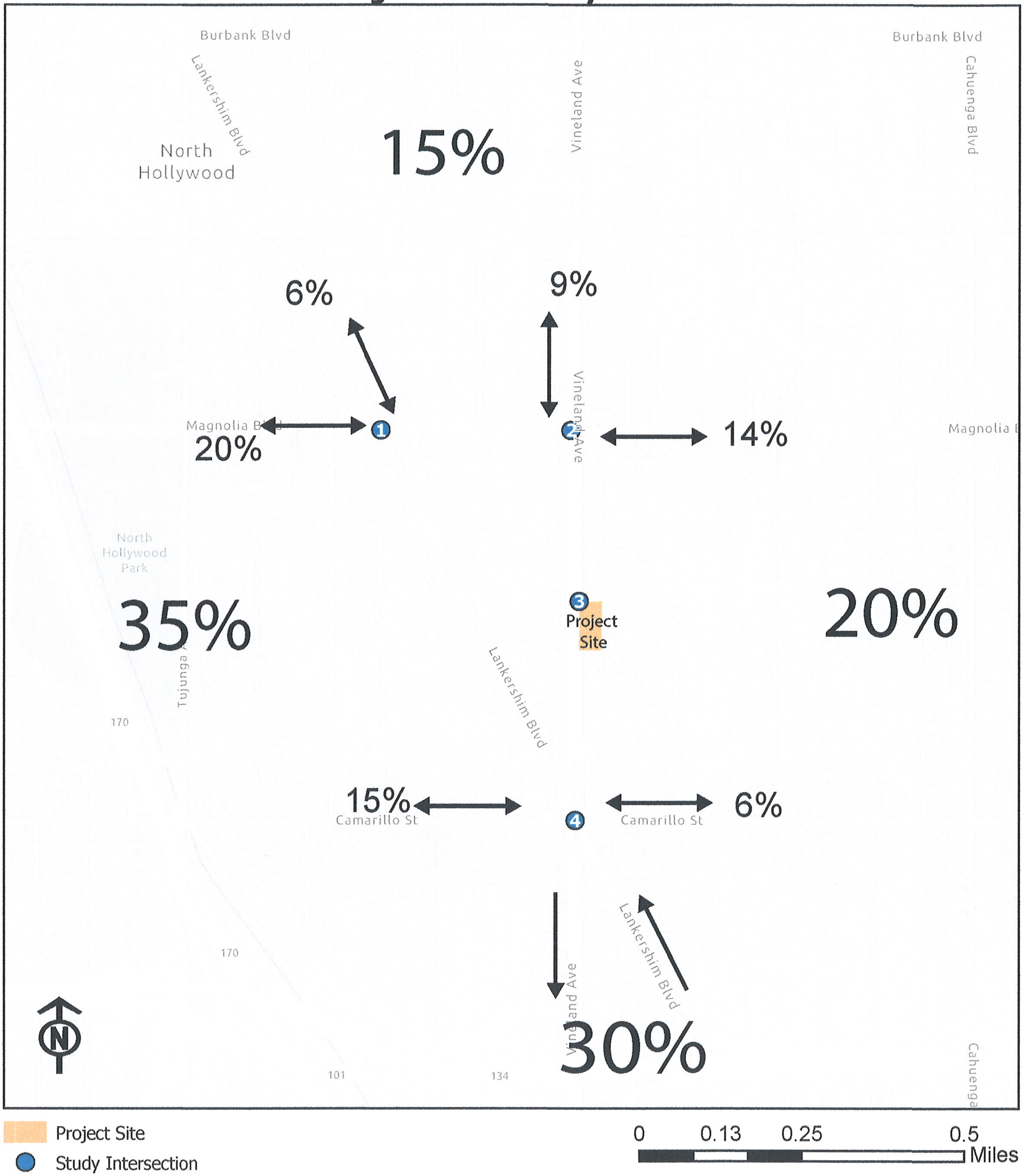
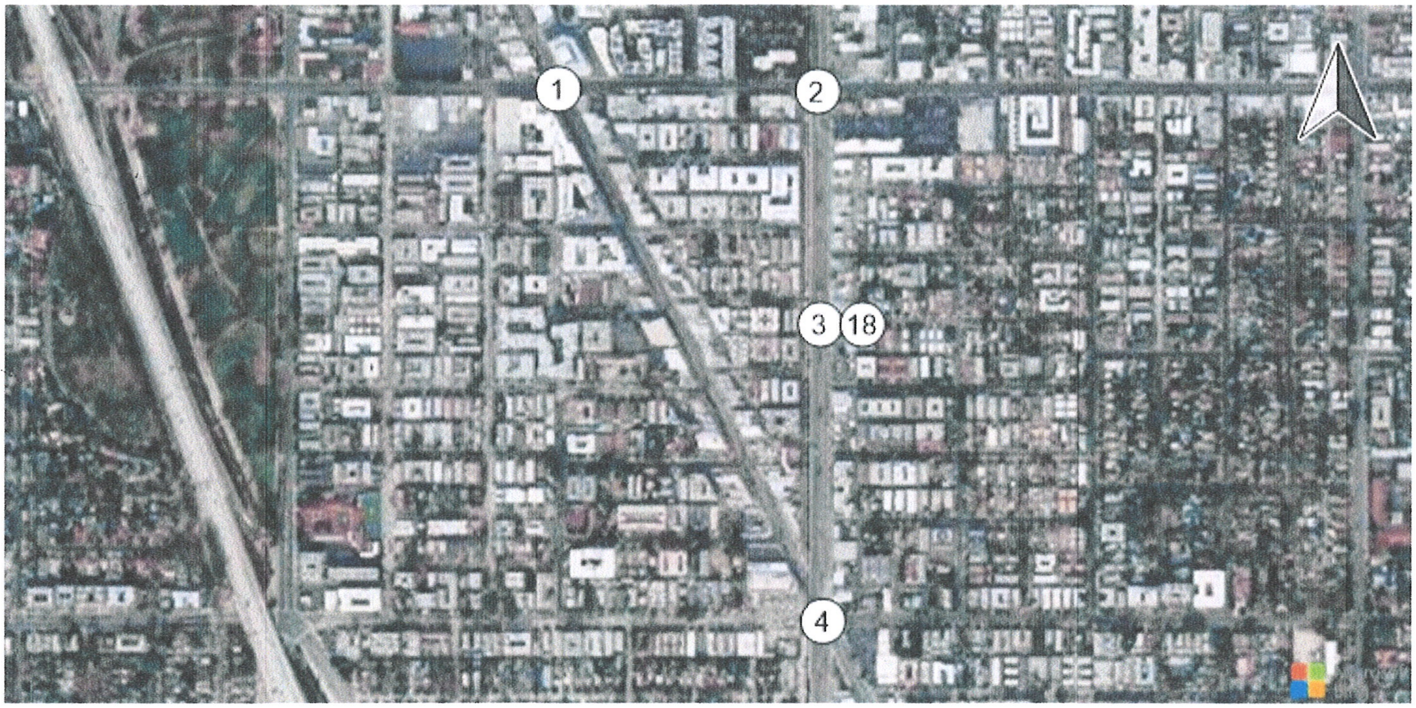
Project Study Area



Traffic Volume - Net New Site Trips



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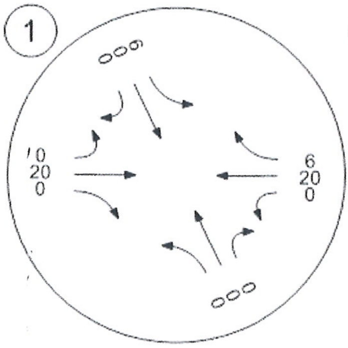

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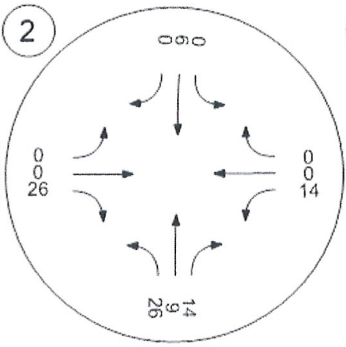

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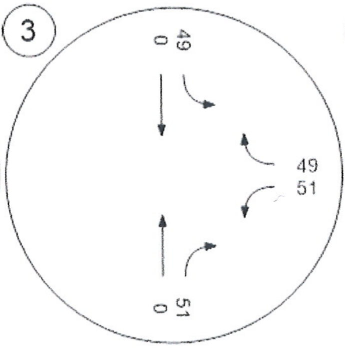

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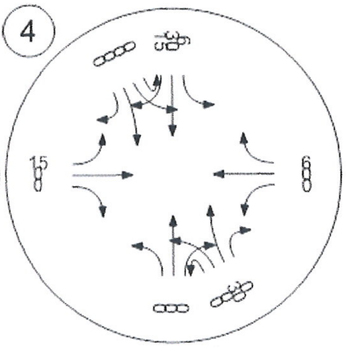

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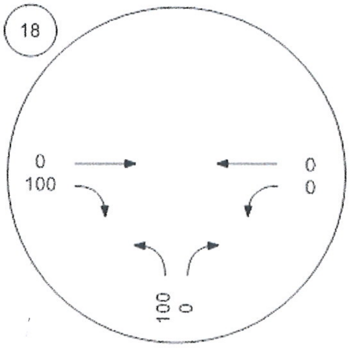
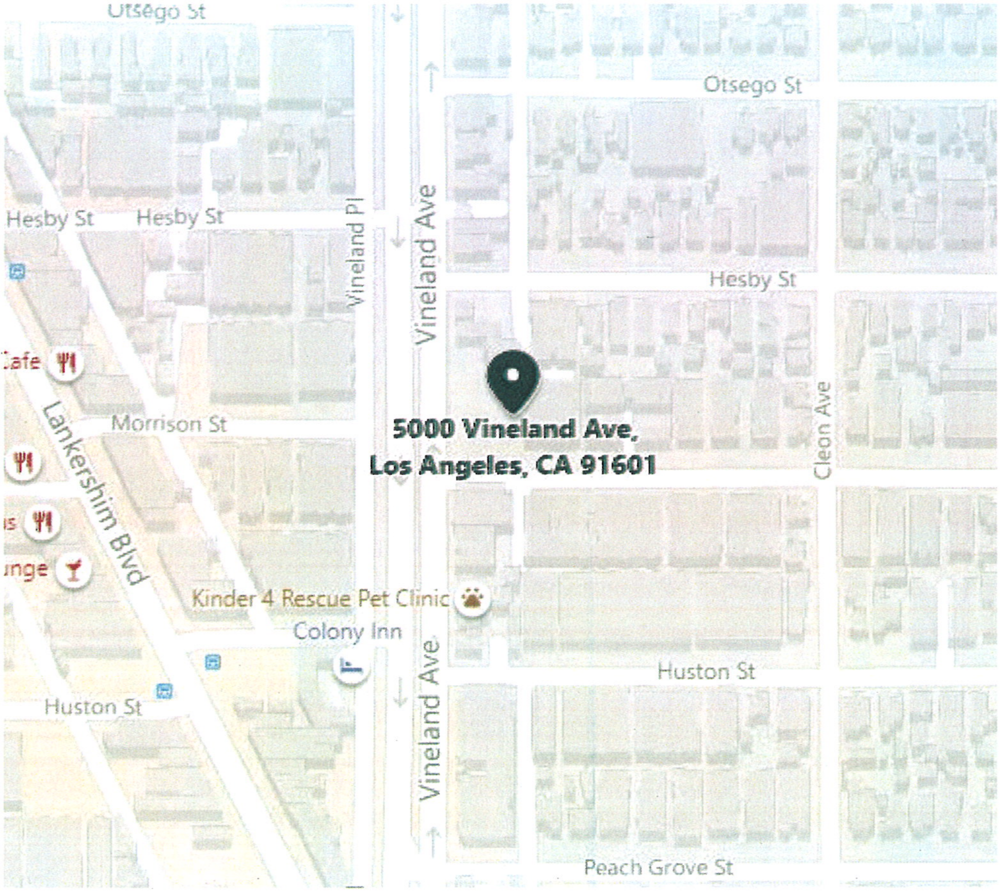


Exhibit C - Maps

Vicinity Map

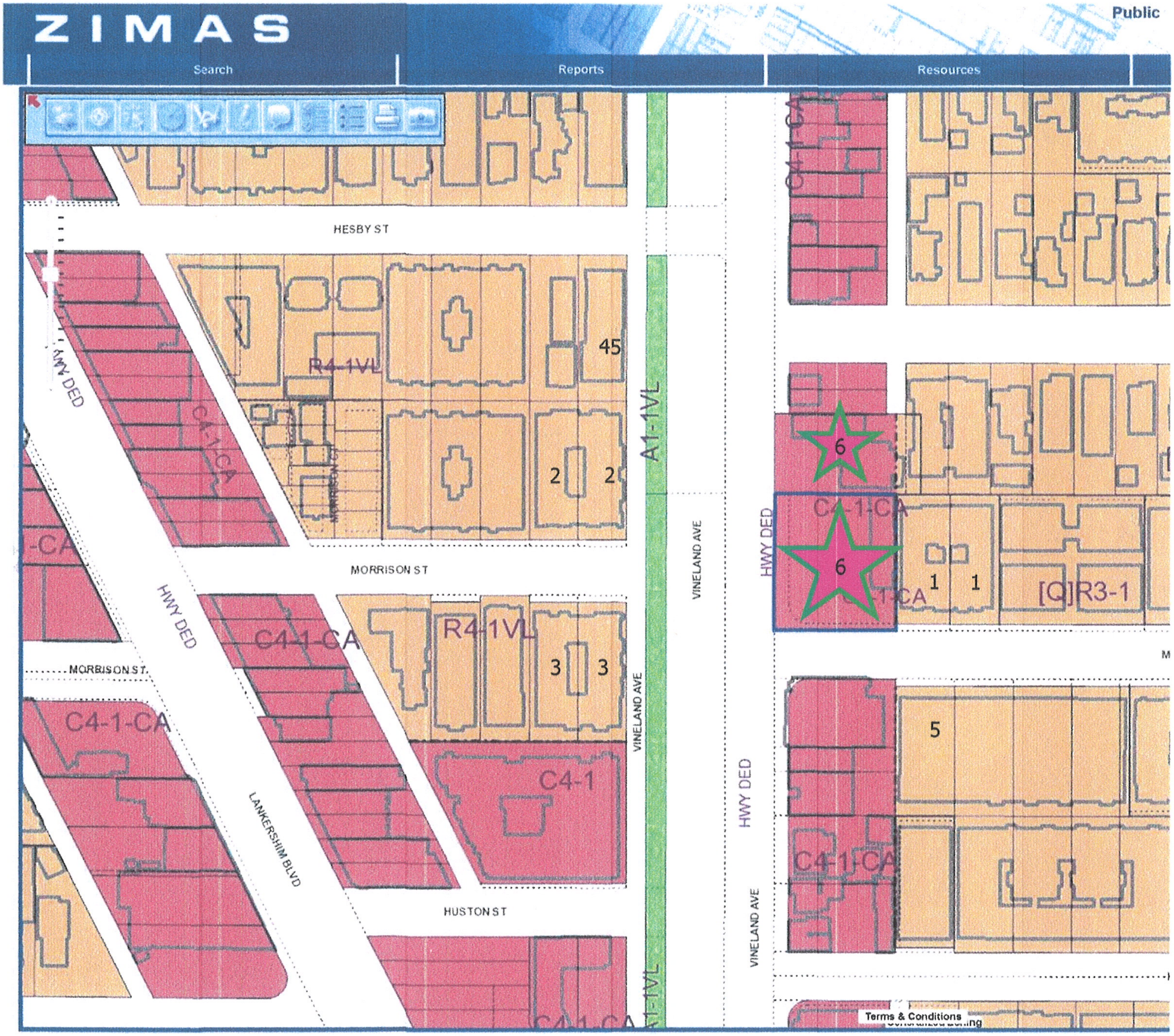


Address: 5000-5006 VINELAND AVE
1950 HESBY ST

QMS # 21-185

Exhibit D

Site and Surrounding Area Photos

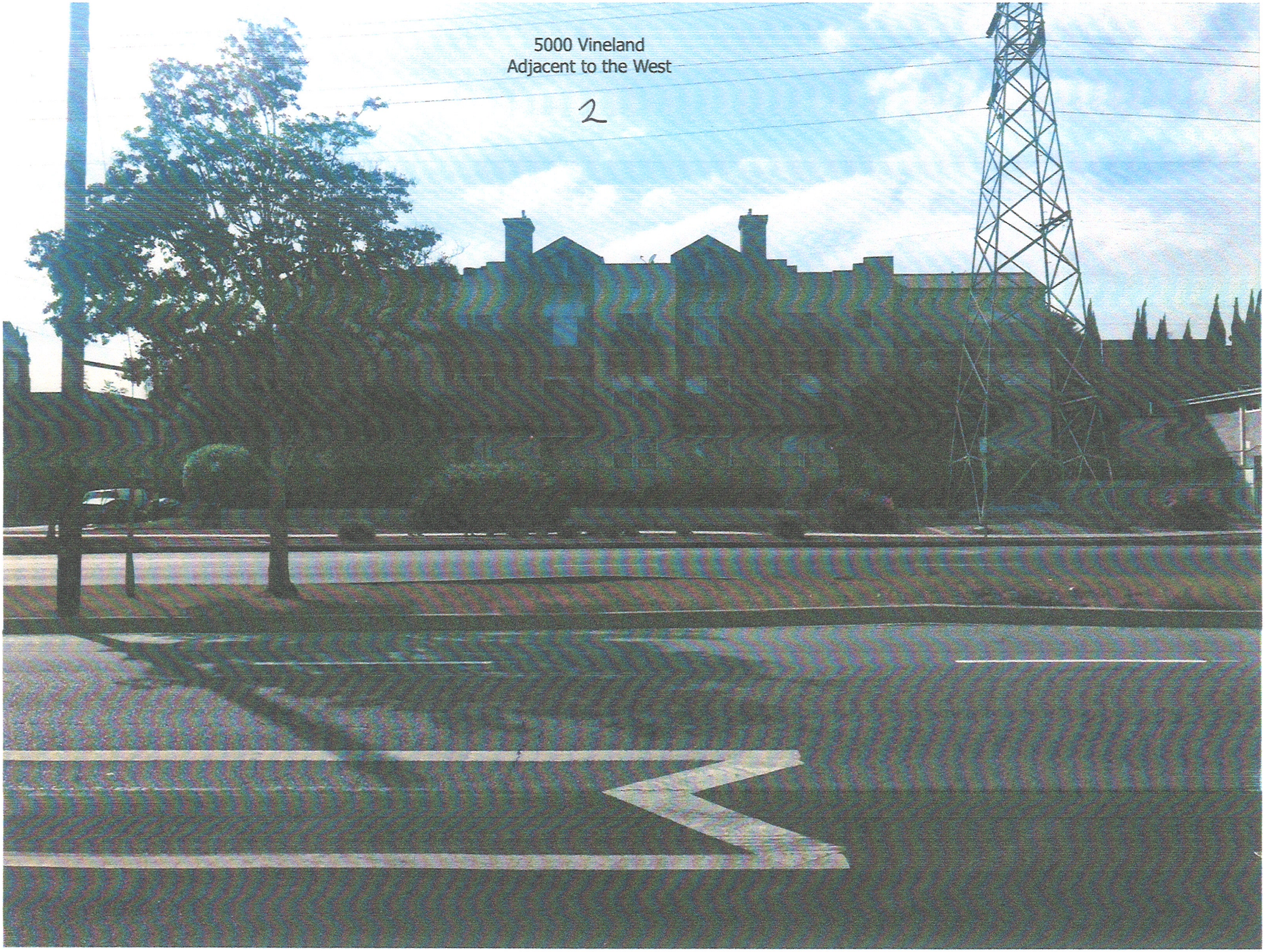


Subject Site
5000 Vineland Avenue & 10950 Hesby Street
North Hollywood

★

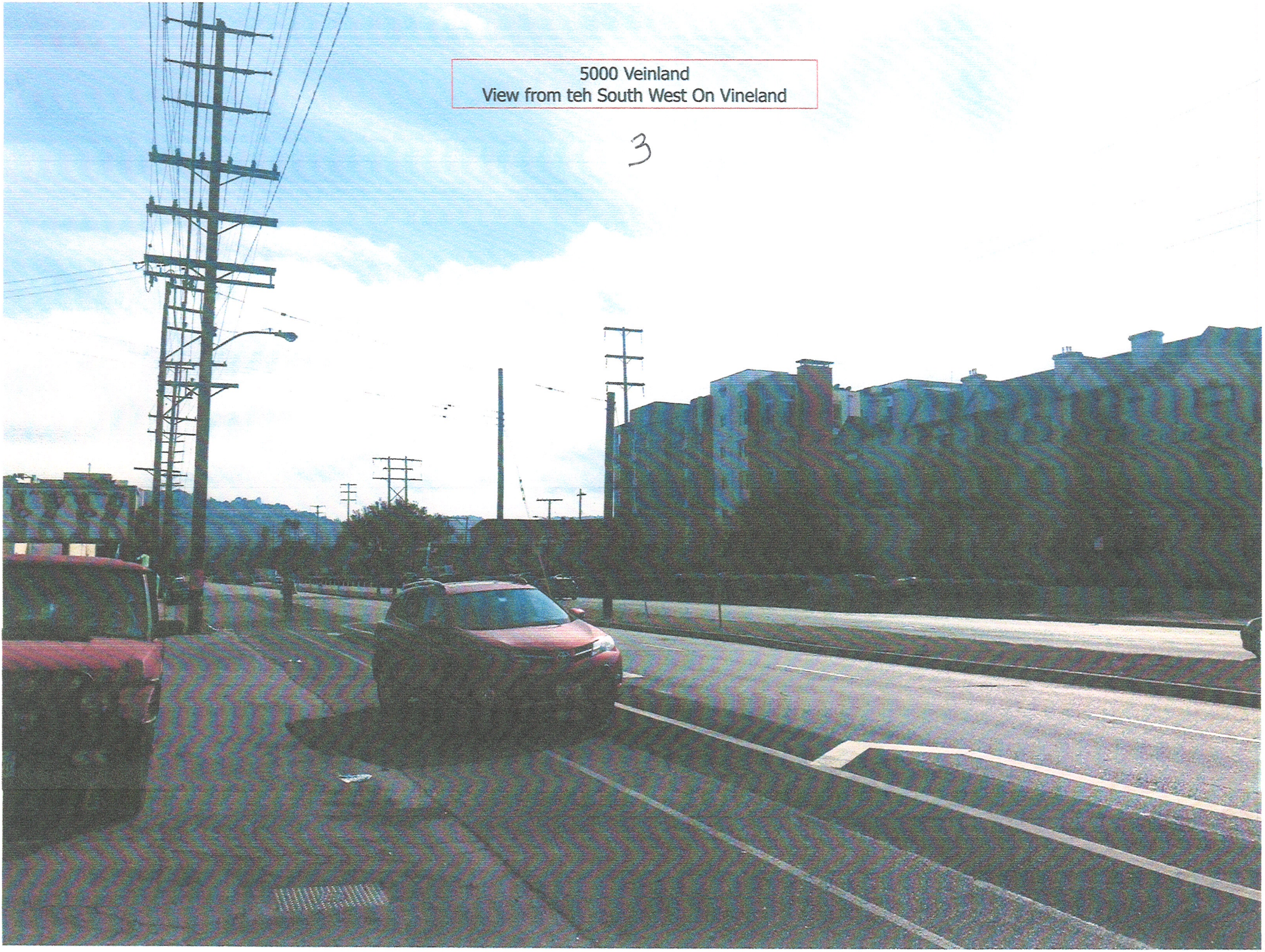
5000 Vineland
Abutting to the East

1



5000 Vineland
Adjacent to the West

2



5000 Veinland
View from teh South West On Vineland

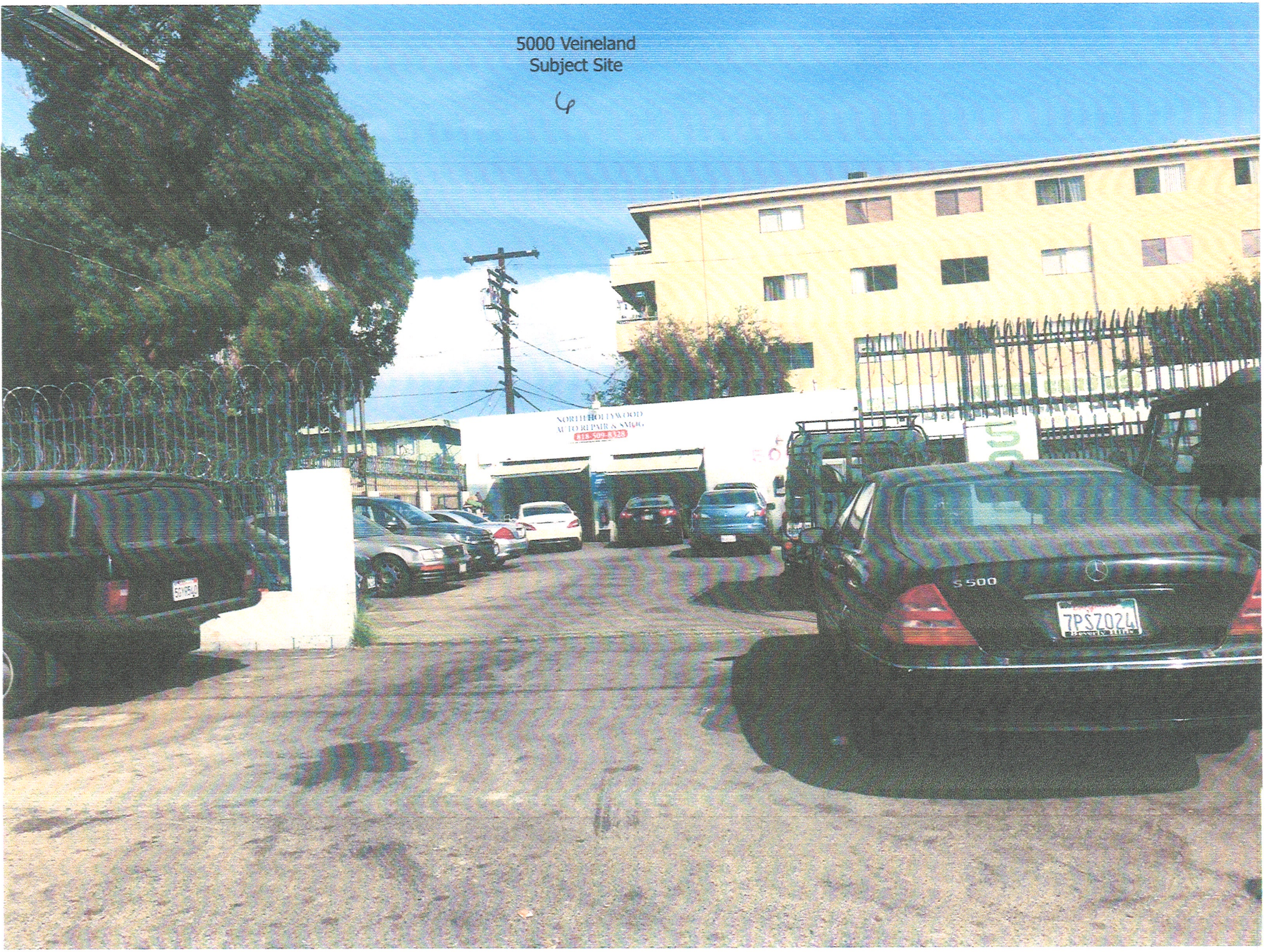
3

5000 Vineland
View of the South West of the Site

4

5000 Vineland
Adjacent to the South

5



5000 Veineland
Subject Site

6

Exhibit E
Department Letters

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Date: 3/9/2022

To:
Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

Gil Delacruz

From:
Gil De La Cruz, P.E.
Case Management Supervisor
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2021-10706 DB SPR HCA

10951 W MORRISON ST

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

SPECIFIC CONDITION: Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
IMPROVEMENT CONDITION: Construct new street lights: one (1) on Morrison St. and three (3) on Vineland Ave. If street widening per BOE improvement conditions, relocate and upgrage street light: one (1) on Hesby St.

NOTES:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CC: Land Development Group MS 901

Engineering District Office: VAL

+FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

March 8, 2022

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: Heather Bleemers

FROM: Los Angeles Fire Department

SUBJECT: **CPC-2021-10706.:5000 Vineland**

Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.

RECOMMENDATIONS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Fire Lane Requirements:

1) Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
2) The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
3) Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
4) Submit plot plans indicating access road and turning area for Fire Department approval.
5) All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
6) Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.
7) Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

8) All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted “No Parking at Any Time” prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
9) No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Smoke Vents may be required where roof access is not possible; location and number of vents to be determined at Plan Review.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

c. This policy does not apply to single-family dwellings or to non-residential buildings.

Site plans shall include all overhead utility lines adjacent to the site.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.

On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a “Fire Lane”.

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

Standard cut-corners will be used on all turns.

Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB’s Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.

Each standpipe in a new high-rise building shall be provided with two remotely located FDC’s for each zone in compliance with NFPA 14-2013, Section 7.12.2.

FPB #105
5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:

A. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.

B. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed or their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.

C. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.

D. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.

E. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.

The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

Provide Fire Department pathway front to rear with access to each roof deck via gate or pony wall less than 36 inches.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, Private Street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department’s review of the plot plan.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 482-6543**. You should advise any consultant representing you of this requirement as well.

RALPH M. TERRAZAS
Fire Chief

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:MRC:mrc

CPC-2021-10706.:5000 Vineland

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

5000-5006 N.Vineland Ave.
LADOT Case No. SFV22-52863

Date: February 1, 2023

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

Vicente Cordero

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE MIXED-USE DEVELOPMENT AT 5000-5006 N. VINELAND AVENUE (ZA-2022-3325-ZAI/ CPC-2021-10706-DB-SPR-HCA)**

The Department of Transportation (LADOT) has reviewed the final transportation impact assessment prepared by KOA Corporation, dated January 2023, for the proposed Mixed-Use Development comprised of seven story, 139 apartments units (22 percent of the residential units will be set aside for very low income housing) and approximately 2,855 square feet of commercial retail, located at 5000-5006 N. Vineland Ave. and 10950 Hesby Street, in North Hollywood within the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed Project would not result in a significant transportation impact on VMT as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed Project is a seven story, 139-unit apartment complex with 2,855 square feet of ground floor retail and parking with two levels of parking including one level of subterranean parking. The planned Project location is primarily surrounded by other multistory apartment complexes. The Project has set aside 22 percent of the residential units for very low-income housing. Existing active uses at the site include a U Haul rental facility and an auto repair business. These uses would be removed with the construction of the proposed Project. The Project driveways will include an outbound driveway on Morrison Street, and inbound driveway on Hesby Street, and an additional two-way driveway on Hesby Street for access to the lower parking level. The Project proposes 130 vehicle parking spaces on the two floors and 168 bicycle parking spaces. The Project is anticipated to be completed and operational within the year 2023.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the Project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool Version 1.3, which draws upon trip rate estimates published in the Institute of Transportation

Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable. This trip generation adjustment is based on sociodemographic data and the built environment factors of the Project's surroundings, it was determined that the Project <u>does</u> exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator-screening pages are provided in **Attachment A**. Additionally, the analysis included further discussion of the CEQA transportation impact thresholds:

1. **Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies**
   The transportation assessment evaluated the proposed Project for conformance with the adopted City's transportation plans and policies for all travel modes. According to the analysis, the Project does not obstruct or conflict with the City's development policies and standards for the transportation system.

2. **Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**
   Using the VMT Calculator, the assessment determined that the Project would generate a 692 net increase in DVT and a 4,811 net increase in daily VMT, therefore further analysis was required. The analysis concluded that the Project would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

3. **Threshold T-3: Substantially Increasing Hazards Due To a Geometric Design Feature or Incompatible Use**
   The Project does not involve any design features that are unusual for the area or any incompatible use.

C. <u>CEQA Transportation Analysis</u>

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. The LADOT VMT Calculator tool measures Project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Valley APC area, in which the Project is located, the following threshold has been established:

- ➢ Daily Household VMT per Capita: 9.4
- ➢ Daily Work VMT per Employee: 11.6

As cited in the VMT analysis report prepared by KOA Corporation, the VMT generated by the Project results in 6.4 Household VMT per Capita, which is acceptable for the South Valley APC. The work VMT per employee is not applicable because the retail use is local serving and below 50,000 square feet in size. Therefore, it is concluded that the implementation of the proposed Project will not result in a significant VMT impact.

D. <u>Access and Circulation</u>

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in

Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a Project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the Project has completed a circulation analysis using a "HCM and Level of Service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at all four studied locations.

Access to the Project will be provided by an outbound driveway on Morrison Street, and inbound driveway on Hesby Street, and an additional two-way driveway on Hesby Street for access to the lower parking level. All existing curb cuts will be closed. A copy of the Project site plan is provided in Attachment C.

The location and design of the vehicular and pedestrian access points do not present any hazardous conditions. The ultimate design of the driveways and internal circulation will meet the standards of the building code and will be subject to review by LADOT and Department of Building and Safety. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the tables for delay and level of service analysis that summarizes these potential deficiencies is provided as an **Attachment B** to this report.

PROJECT REQUIREMENTS

A. **CEQA-Related Requirement**

There are no CEQA-related mitigation measures required for this Project.

B. **Non-CEQA-Related Requirements and Considerations**

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

The traffic study indicated that the Project would provide total of 130 vehicular parking spaces and 168 (148 residential and one commercial space for long-term and 18 residential and one commercial space for short-term) bicycle parking spaces. The applicant should check with the Departments of Building and Safety on the number of Code-required parking spaces needed for this Project.

2. Highway Dedication and Street Widening Requirements

Dedications and widening are anticipated to be required on Vineland Avenue & Morrison Street. **Vineland Avenue** is a designated Boulevard II, which requires a 40-foot half-width roadway within a 55-foot half-width right-of-way**.** Vineland Avenue is dedicated to 39-foot (63-foot half width) roadway adjacent to the Project Site. Vineland Avenue is designed to have bike lanes in this location except in front of the Project. To make the bike lane continuous, 15-foot dedication and 9-foot widening is required from Hesby Street to Morrison Street on Vineland Boulevard. Hesby Street is designated as a Local Street, which requires an 18-foot half-width roadway within a 30-foot half-width right-of-way. Currently Hesby Street has an 18-foot half-width roadway within a 30-foot half-width right-of-way, therefore no dedication & widening is required. **Morrison Street** is designated as a Collector Street, which requires a 20-

foot half-width roadway within a 33-foot half-width right-of-way. Currently **Morrison Street** has a 15-foot half-width roadway within a 25-foot half-width right-of-way, therefore 8-foot dedication & 5-foot widening is required. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this Project.

3. Project Access and Circulation

Access to the Project will be provided by an outbound driveway on Morrison Street, and inbound driveway on Hesby Street, and an additional two-way driveway on Hesby Street for access to the lower parking level. All existing curb cuts will be closed. A copy of the Project site plan is provided in **Attachment C**. The ultimate design of the driveways and internal circulation will meet the standards of the building code and will be subject to review by LADOT and Department of Building and Safety. The review of this study does not constitute approval for any new proposed driveway. Review and approval of the driveways should be coordinated with LADOT's Citywide Planning Coordination Section (6262 Van Nuys Boulevard, 3rd Floor, Room 320, at 818-374-4699). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

4. High Injury Network

The City of Los Angeles Vision Zero identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related sever injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists. Vineland Avenue is included in the High Injury Network. This Project will improve pedestrian and vehicular safety on Vineland Avenue along the Project frontage to provide within the planned 15-foot dedication and improvements. These improvements would make the eastern half-roadway profile to be consistent with the existing improvements to the north of Hesby Street. The Project dedication will therefore be used to widen the roadway and incorporate the existing buffered bike lane with an added on-street parking area.

5. Worksite Traffic Control Plan

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours.

6. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods.

- Rely on a broader range of strategies that can be updated to keep pace with technology, and

- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance. The updated ordinance is expected to be completed prior to the anticipated construction of this Project.

7. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Durre Shamsi of my staff at (818) 374-4694.

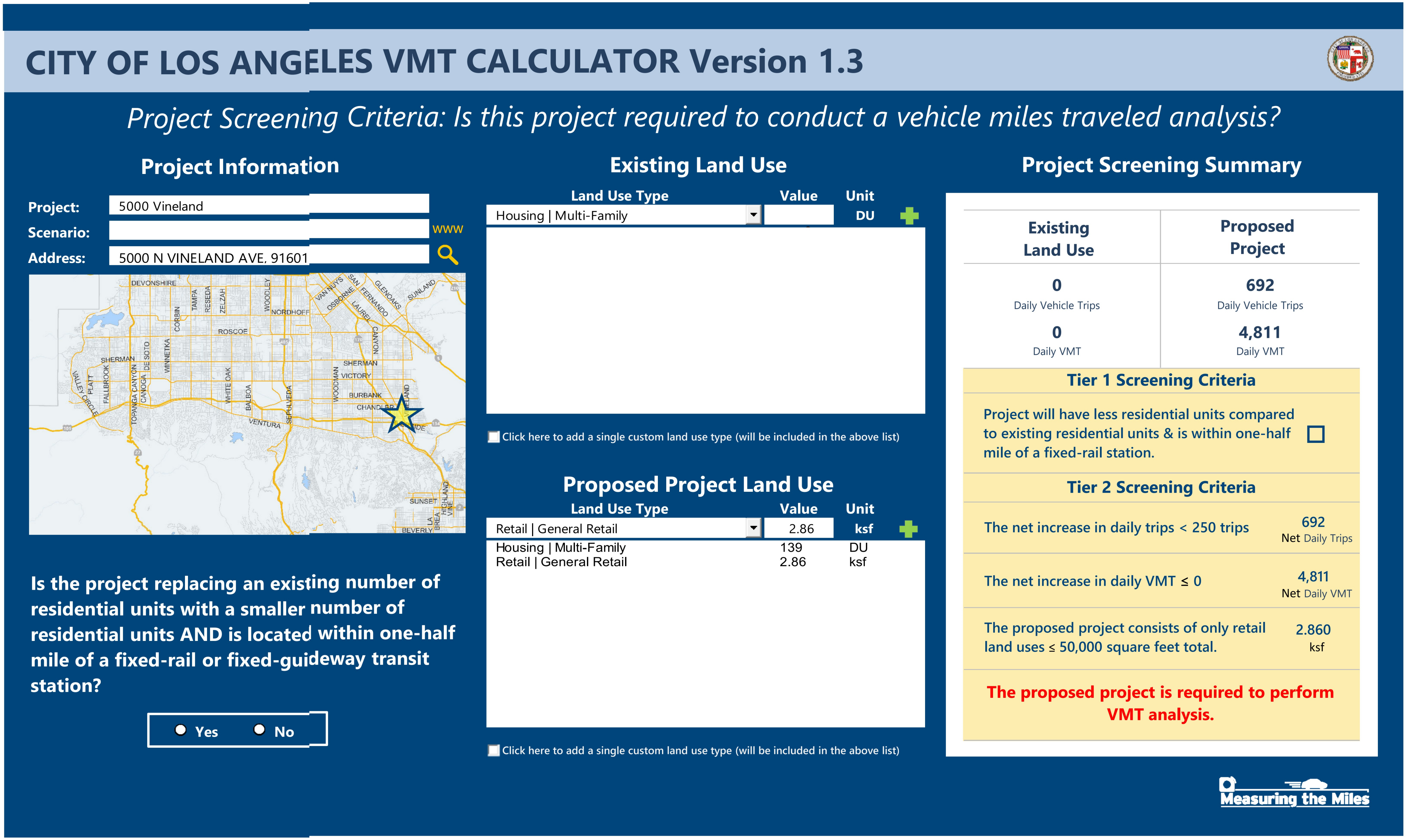
Attachments

J:\Projects\SFV\52863-vin5000

c: Cairo Rodriguez, Council District 2
Corry Kitchens, LADCP Valley Planning
Steve Rostam, LADOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Brian Marchetti, KOA Corporation

Attachment A

City of LA VMT Calculation Result



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 5000 Vineland

Scenario:

Address: 5000 N VINELAND AVE, 91601

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	2.86	ksf
Housing | Multi-Family	139	DU
Retail | General Retail	2.86	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	**692** Daily Vehicle Trips
0 Daily VMT	**4,811** Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

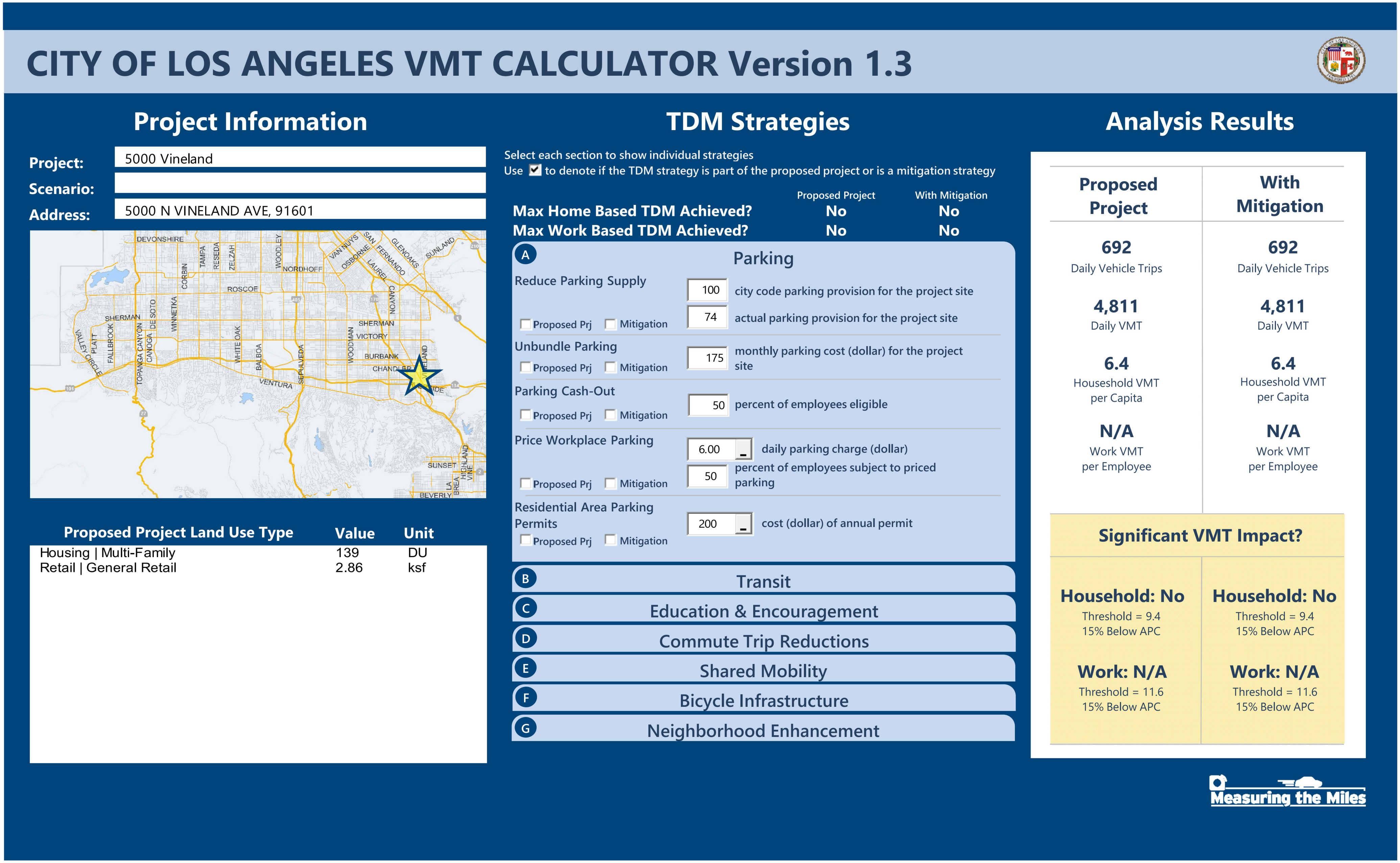
Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	692 Net Daily Trips
The net increase in daily VMT ≤ 0	4,811 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.860 ksf

The proposed project is required to perform VMT analysis.

1/30/2023

Attachment A (cont'd)
City of LA VMT Calculation Result



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 5000 Vineland

Scenario:

Address: 5000 N VINELAND AVE, 91601

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	139	DU
Retail | General Retail	2.86	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

100 city code parking provision for the project site

74 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
692 Daily Vehicle Trips	**692** Daily Vehicle Trips
4,811 Daily VMT	**4,811** Daily VMT
6.4 Household VMT per Capita	**6.4** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

1/30/2023

Attachment B

Summary of Delays & Level ofService

Existing Intersection Delay Performance

Study Intersections		Peak Hour	Existing Conditions (2022)		Existing with Project Conditions (2022)		Change in Delay
			Delay in Sec.	LOS	Delay in Sec.	LOS	
1	Lankershim Bl/ Magnolia Bl	AM	45.7	D	46.2	D	0.5
		PM	50.2	D	50.8	D	0.6
2	Vineland Ave/ Magnolia Bl	AM	34.5	C	34.6	C	0.1
		PM	39.2	D	39.4	D	0.2
3	Vineland Ave/ Hesby St*	AM	21.8	C	24.6	C	2.8
		PM	27.2	D	29.8	D	2.6
4	Vineland Ave/ Lankershim Bl/ Camarillo St	AM	112.8	**F**	113.0	**F**	0.2
		PM	251.8	**F**	251.6	**F**	-0.2

LOS = Level of Service; HCM delay shown in X.X format.

**One-Way Stop Controlled Intersection- Delay is based on higher approach delay*

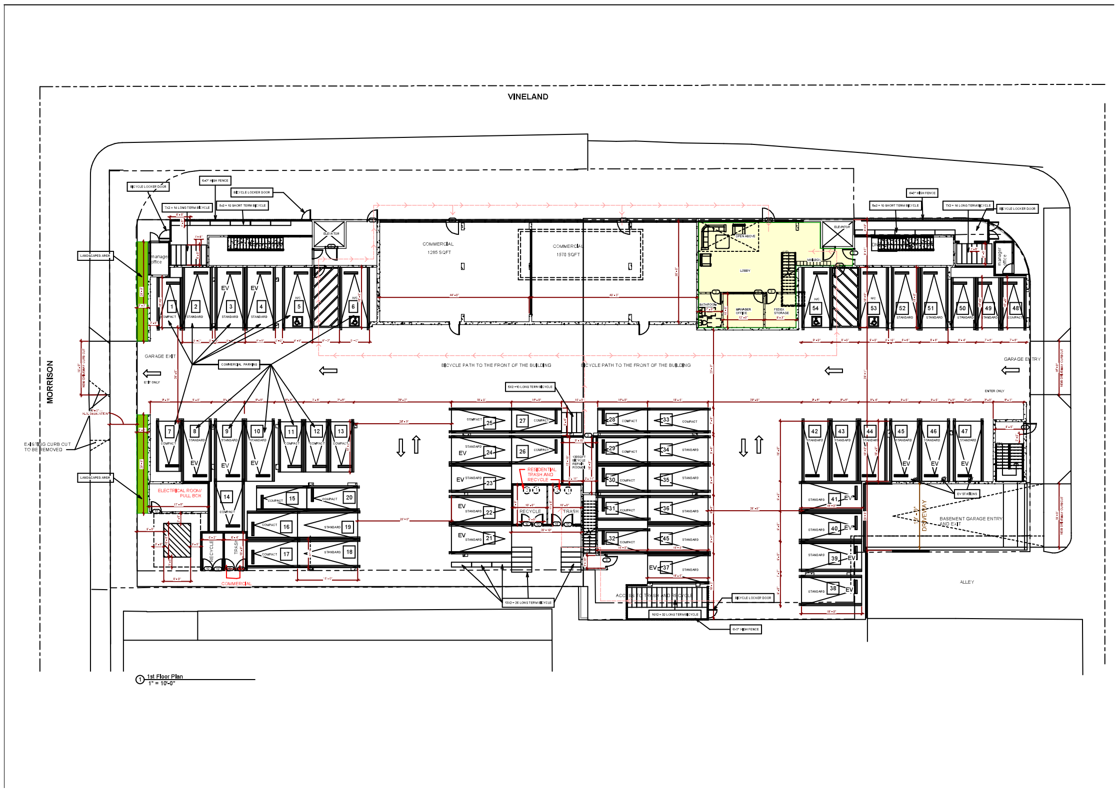
Future Intersection Delay Performance

Study Intersections		Peak Hour	Future (2024) Without Project		Future (2024) with Project		Change in Delay
			Delay in Sec.	LOS	Delay in Sec.	LOS	
1	Lankershim Bl/ Magnolia Bl	AM	96.9	**F**	97.4	**F**	0.5
		PM	84.7	**F**	85.4	**F**	0.7
2	Vineland Ave/ Magnolia Bl	AM	37.5	D	37.6	D	0.1
		PM	43.9	D	44.6	D	0.7
3	Vineland Ave/ Hesby St*	AM	22.3	C	25.2	D	2.9
		PM	28.0	D	30.8	D	2.8
4	Vineland Ave/ Lankershim Bl/ Camarillo St	AM	134.9	**F**	135.2	**F**	0.3
		PM	277.7	**F**	278.1	**F**	0.4

LOS = Level of Service; HCM delay shown in X.X format.

**One-Way Stop Controlled Intersection- Delay is based on higher approach delay*

Attachment C
Site Plan



INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission’s ROPs can be accessed at **http://planning.lacity.org**, by selecting “Commissions & Hearings” and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

AHN & ASSOCIATES

4924 BALBOA BLVD., #518 ENCINO, CA 91316

PHONE: 818-906-7449 / EMAIL: athenanvk@aol.com

November 6, 2023

To: The Los Angeles City Planning Commission

Attn: Commissioner Samantha Millman, President

Commissioners Monique Lawshe, Maria Cabildo, Caroline Choe, Lissa Gold, Helen Leung, Karen Mack, Jacob Noonan, Elizabeth Zomora

Re: 5000 Vineland Avenue North Hollywood

The Applicant NoHo Properties, LLC seeks to develop the subject properties with a mixed us project comprised of approximately 2,855 square feet of retail and/or restaurant space and approximately 139 multifamily residential units (the "Project").

The subject properties are located within the boundaries of the North Hollywood Valley Village Community Plan. The Community Plan designates 5000, 5004, 5006 and 5010 N. Vineland Avenue as Community Commercial with a corresponding zone of C4 and 10950 Hesby Street as Medium Residential with a corresponding zone of [Q]R3. The properties are zoned:

- C4-1-CA (5000, 5004, 5006 & 5010 N. Vineland Avenue)
- [Q]R3-1 (10950 Hesby Street) To develop the properties with the proposed Project, the required entitlements are:

The Applicants Requests are Density Bonus/ Affordable Housing Incentives Determination, to authorize the density bonus of On Menu and Off Menu Incentives that include,

Reduced Rear Yard Setback from the required 10 feet to 0 feet

Reduced Side Yard Setback from the required 10 feet to 5 feet

Increase Floor Area from 1.5:1 in the C4 zone to 3.84:1

Increase of Density from 85 units to 139 units

Reduction of parking from the 178 required to 128 off street parking

Allow Averaging Density over the C4 and R3 Zone

Allow Relief for the requirement to provide an 800 square foot Loading Space

Allow Relief for the Transitional Height requirement

Pursuant to LAMC 12.24 U.26 Conditional Use Permit for Density Bonuses for Housing Development Project in which the density increase is greater than the maximum permitted.

Site Plan Review for a proposed project with 50 or more dwelling units.

The project request approval of a Conditional Use Permit pursuant to LAMC 12.24 U.26 to permit a density bonus in excess of 35 percent for a total of up to 139 dwelling units, with 19 units set aside for Very Low Income Households, in lieu of the 85 dwelling units permitted by the North Hollywood Valley Village Community Plan.

The project site is located within the Hollywood Valley Village Community Plan that contain an evolving mix of urban infill uses that include recently built multi-family residential buildings and new commercial uses.

The subject site is currently developed with an aging commercial buildings and surface asphalt parking lot. The project proposes the construction of a new mixed use development with 139 new residential units and 2,855 square feet of commercial space. As a result, the project would provide new housing as well as further develop the presence of creative commercial space in the area. This will enhance and complement the commercial on Vineland Avenue and will be an attractive destination for local residents.

The proposed project is contemporary in design composed of varying complementary materials and variable height elements to provide articulation to minimize the massing and bulk of the building along Vineland Avenue.

The façade along Vineland Avenue creates an attractive pedestrian oriented design with creative commercial space use on the first level and residential amenities spaces on the first and second floor. Balconies and varying building materials and colors on the upper floors provide a well-defined vertical articulation and create details, recesses, and projections.

Given a lot area of 34,193 square feet, the North Hollywood Valley Village Community Plan permits a base density of 85 units on the site. A by right 35 percent density bonus would permit 115 units that would require 9 Very Low Income Household units. The applicant seeks approval of a Conditional Use to permit a total of 139 units.

In conformance with the Department of City Planning's policy to extend the formula in LAMC Section 12.22 A .25 C proportionally, the project which has been designated with a 64 percent density bonus, will require 22 percent of the projects base density to be set aside for Very Low Income units. This will result in the project providing 19 affordable units (85 x 22% = 18.70) which will address City's need for housing that is affordable to all economic segments of the population.

The requested increase in density will allow the proposed project to accommodate residential units for Very Low Income households with density equal to at least 80 percent of the floor areas of the comparable market rate units in accordance with the City's Affordable Housing Incentives Guidelines.

The surrounding neighborhood is developed with a mix of uses that include recently constructed multi-family residential buildings. The east adjoining properties are developed with residential apartment communities and residential townhome units. The west along Vineland is developed with multi residential apartment communities. The southerly and north adjoining properties are developed with creative retail space and multi residential apartment communities.

The project proposed a mixed use residential development that complements recently constructed multifamily residential buildings located to the east and west of the site, oriented along Vineland Avenue and will additionally provide much needed affordable housing to the area. The project would also be compatible with residential buildings situated along Halsted Street and Hesby Street as well as other development in and around the project site. In addition, the project would provide commercial space which complements existing retail space built in the area.

A goal of for the Citywide Design Guidelines land use is to provide for articulation, enhance architectural design elements, protect adjacent properties from shade and shadow intrusions, and generally provide a design palette to offset the previous box-like design.

The specific intent of the height district 1 and 75 feet in height and or 6 stories is to enhance the future development of the area by establishing coordinated and comprehensive standards for height, density, land use, yards and parking. The project will further this intent by providing variable roof heights to break up massing and provide visual interest, while avoiding potential impacts. The proposed project has a height of up to 74 feet and proposes a building design that located the maximum height of the building away from the street frontages so that passerby will see (at the sidewalk level) a step back on the 2nd floor.

The project will introduce a mixed use development consisting of modern, yet architecturally varied, urban building that is consistent in use and character to adjacent urban aesthetics in the North Hollywood area. Furthermore, there are adjacent and nearby residential buildings that are similar in height/stories to the Project. Several of these multifamily buildings in North Hollywood are 5 to 7 stories. The height of 74 feet will not have an adverse impact on the visual character of the Site or neighboring properties since the neighboring residential multi story buildings are compatible in height.

The project complies with all applicable provisions of the Los Angeles Municipal Code, the North Hollywood Valley Village Community Plan by contributing to the growth demand for housing and creative commercial space.

The North Hollywood Valley Village Community plan encourages a variety of housing potions in order to meet the housing demands of the area. The project proposed 139 residential units that provide housing opportunities for a diverse sector of the community. Furthermore, the subject site is designated with a C4 and R3 zone which allows the proposed multifamily and commercial uses due to the C4 zone allows residential uses. The proposed project will provide 2,855 square feet of commercial / retail space within a new mixed use building and the conversion of an existing one story office / retail space with surface parking lot for creative retails and or office use. The proposed mixed use project advances a number of specific goals and objectives of the Community Plan.

The City Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The project is consistent with the following goals, objectives and policies:

Housing Element Goal: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages and suitable for their various needs.

Housing Element Objective 1.1: Encourage production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of person of all income levels and special needs.

Housing Element Policy 1.1.1: Encourage and support public and private programs to increase the availability of affordable rental housing for all city residents.

Housing Element Policy 1.1.14: Facilitate housing production consistent with zoning by streamlining and, where possible, provide assistance to developers.

Housing element Policy 1.2.2: Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City's stock of decent, safe, healthy or affordable housing.

Housing Element Policy 4.1.4: Making the necessary changes in development standards in the Los Angeles Planning and Zoning Code to implement the Affordable Housing Incentives Ordinance in order to provide greater incentives to build affordable housing.

Housing Element Policy 4.1.5: Include additional incentives such as parking reductions in the Los Angeles Planning and Zoning Code to facilitate the development of new, and the preservation of existing lower-income housing.

Housing Element Policy 4.2.1: Expedite processing a new housing development and rehabilitation projects affordable to low and very low income households.

Framework Element Policy 4.1.6: Create incentives and give priorities in permit processing for low and very low income housing developments through the City.

Framework Element Objective 4.4: Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations.

The Project is consistent with the above goals, objectives and policies of the housing Element by providing Very Low Income Housing units distributed throughout the Project.

Government Code Section 65915(b) states that a city shall grant a density bonus, as described in Section 65915(f) , when applicant for a housing development seeks and agrees to construct a housing development, excluding and units permitted by the density bonus awarded pursuant to Section 65915, that will contain at least any one of the following: ten percent of the total units of the housing development for lower income housing; five percent of the total units of housing development for very low income households; a senior citizen housing development, as defined in Section 51.3 and 51.12 of the Civil Code, or a mobile home park that limits residency based on age requirements for housing of older persons pursuant to Section 798.76 or 799.5 of the Civil Code; and ten percent of the total dwelling units in a common interest development, as defined in Section 4100 of the Civil Code, for persons and families of moderate income, as defined in Section 50093 of the Health and Safety Code, these percentages are minimum thresholds.

For housing developments that are intending to set aside units for Very Low Income Households, the Government Code provides a chart that grants up to a 35 percent increase in density. Beginning with a set aside of 5 percent that grants a 20 percent density bonus, the chart incrementally increases the amount of density bonus granted by 2.5 percent for every additional 1 percent of the total units that are set aside for Very Low Income Households. While the density bonus charts provided in the Government Code max out at 35 percent, the Code states in Section 65915(f) that the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds the previously described minimum percentages. As such, in instances where a project is seeking a density bonus increase that is more than 35 percent the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. As defined in Government Code Section 65915(b)(3), “total units” to be set aside as affordable do not include units added by a density bonus awarded pursuant to section 65915 or any local law granting a greater density bonus. Therefore, any density bonus calculations beyond 35 percent shall be based on a development’s base permitted density, and not tiered from the maximum 35 percent increase in density otherwise permitted in Government Code Section 65915.

For the proposed project the C4 and R3 zone permits a base density of 84 units in the C4 zone and 1 unit in the R3 zone for a total of 85 base units.

A by right 35 percent density bonus per LAMC Section 12.22.A.25, consistent with California Government Code Section 65915 would permit the construction of 115 units that would set aside 10 of the projects total units (11%) for Very Low Income Households. The project, however, seeks approval of a Conditional Use to permit. Pursuant to LAMC Section 12.24.U.26, for a total of 139 units. This will represent a 64 percent density bonus increase (85 x 64%). By incrementally extending the density bonus charts found in Government Code Section 65915(f) and LAMC Section 12.22.A.25 to allow an additional density bonus of 2.5 percent for every one percent of the projects "total units" that are set aside for Very Low Income Households, a 64 percent density bonus is proportionate with setting aside 22 percent of the projects base density for Very Low Income Household units. This is equivalent to the provision of 19 affordable units (84 x 22%). By setting aside 19 units for Very Low Income Households the project contains the requisite number of affordable units as set forth in California Government Code Section 65915. In the event the project elects to decrease the amount of its density bonus, the applicant reserves the right to decrease the amount of corresponding set asides for Very Low Income units.

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. These were subsequently approved by City Council on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. The City of Los Angeles Housing and Community Investment Department (HCIDLA) utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects.

The Guidelines prescribe that the design and location of the affordable units be comparable to the market rate units, the equal distribution of amenities, HCIDLA monitoring requirements, affordability levels, and procedures for obtaining HCIDLA sign-offs for building permits. The Projects 19 Very Low Income affordable units with floor areas equal to at least 90 percent of the floor areas of the comparable market rate units in accordance with the City's Affordable Housing Incentives Guidelines. Residents of any affordable units will have access to all common and open space amenities within the building. The restricted units would comply with affordability requirements in the Guidelines set for by HCIDLA in conformance with HUD. As part of the building permit process, the applicant will execute a covenant to the satisfaction of HCIDLA who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standers contained in the Guidelines.

We respectful request your approval of the 139 unit 2,855 square foot development as presented to you.

Sincerely,

Athena Novak

Athena Novak

AHN & Associates

VINELAND APARTMENT

5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

NOTES

GENERAL:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS IN ACCORDANCE WITH ALL APPLICABLE CODES, ORDINANCES AND REQUIREMENTS.

2. THE CONTRACTOR SHALL VERIFY ALL FIELD DIMENSIONS AND CONDITIONS AND SHALL CALL TO THE ARCHITECT OR DESIGNER OF ANY QUESTIONS OR CONFLICT FOR RESOLUTION BEFORE PROCEEDING WITH WORK.

3. DO NOT SCALE DRAWINGS. NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. DIMENSIONS ARE SHOWN FROM FACE OF STUD OF EXISTING WALL UNLESS OTHERWISE NOTED.

4. ALL SYMBOLS AND ABBREVIATIONS USED ON THE DRAWINGS ARE CONSIDERED TO BE CONSTRUCTION STANDARDS. THE DESIGNER SHALL BE NOTIFIED FOR CLARIFICATIONS REQUIRED.

5. TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS PER SECTION 303.7

6. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION AND COORDINATION WITH OTHER TRADES OR SUB - CONTRACTORS AND THEIR WORK TO ENSURE COMPLIANCE WITH THE DRAWINGS AND SPECIFICATIONS.

7. CONTRACTOR SHALL PROVIDE ALL NECESSARY SAFETY DEVICES, TEMPORARY BARRICADES, SCAFFOLDING, LIGHTING, COVERINGS, FIRE PREVENTION AND OTHER EQUIPMENT TO PROTECT THE SAFETY OF ALL PERSONS ON THE PROPERTY THROUGHOUT THE ENTIRE PERIOD OF CONSTRUCTION.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUOUS CLEANUP OF THE SITE OF ALL DEBRIS WHETHER CREATED BY HIS WORK OR THE FAILURE OF HIS SUBCONTRACTORS TO CLEAN UP AFTER THEIR WORK.

9. ALL WORK SHALL COMPLY WITH APPLICABLE FEDERAL LAWS, STATE STATUTES, LOCAL ORDINANCES AND REGULATIONS OF AGENCIES HAVING JURISDICTION.

10. CONTRACTOR SHALL PROVIDE AND LOCATE ACCESS PANELS AS REQUIRED AFTER INSTALLATION OF PLUMBING, MECHANICAL DUCTS AND ELECTRICAL WORK.

11. INSTALL APPROVED FIRE-RATED DAMPERS WHERE DUCTS PENETRATE FIRE RATED PARTITIONS, CEILING AND FLOOR ASSEMBLIES.

12. GENERAL CONTRACTOR TO ENSURE THAT ALL PARTITIONS ARE ATTACHED OR BRACED TO STRUCTURAL MEMBERS AND/OR SLAB ABOVE AS REQUIRED TO BE SAFE AND SECURE. SUPPORT LATERALLY AND SEISMICALLY AS REQUIRED BY APPLICABLE CODES.

13. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR COMPLYING WITH THE CONSTRUCTION SAFETY ORDERS AND THE GENERAL INDUSTRIAL SAFETY ORDERS OF THE STATE DIVISION OF INDUSTRIAL SAFETY, HEALTH ADMINISTRATIONS AND SUCH OTHER AGENCIES GOVERNING THE CONTRACTORS ACTS.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND HOLD HARMLESS THE DESIGNER FOR ANY DAMAGES AND / OR PENALTY RESULTING FROM HIS FAILURE TO COMPLY WITH SAID LAWS, STATUTES, ORDINANCES AND REGULATIONS.

15. THE DESIGN ADEQUACY AND SAFETY OF ERECTION BRACING, SHORING, TEMPORARY SUPPORTS, ETC. IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND HAS NOT BEEN CONSIDERED BY THE ARCHITECT.

16. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE PRIOR TO THE APPLICATION OF ALL SHEAR WALLS, ROOF AND FLOOR DIAPHRAGMS AND FINISH MATERIALS. THE CONTRACTOR SHALL PROVIDE THE NECESSARY BRACING TO PROVIDE STABILITY PRIOR TO THE APPLICATION OF THE ABOVE LISTED MATERIALS.

17. CONTRACTOR TO PROVIDE NECESSARY MEASURES TO ADEQUATELY CONNECT
PLUMBING LINES TO EXISTING RESIDENTIAL LINES, PROVIDING A MIN. 2% SLOPE AS REQUIRED BY U.P.C. CODES AND GOVERNING CITY, COUNTY AGENCIES.
18. ALL EXTERIOR WALL OPENING, FLASHING, COUNTER FLASHING, COPINGS AND EXPANSION JOINTS SHALL BE WEATHERPROOF.

19. APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWN STREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING." (PER ORDINANCE 170.158)
(SEPARATE PLUMBING PERMIT IS REQUIRED).

20. SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS ($1,000). (R314.6.2)

21. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS ($1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)

22. ALL EXTERIOR WALL OPENING, FLASHING, COUNTER FLASHING, COPINGS AND EXPANSION JOINTS SHALL BE WEATHERPROOF.

23. SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS ($1,000). (R314.6.2)

24. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS ($1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)

Area Schedule Sort by Level

Level	Unit	Number	Area
2nd Floor Plan	UNIT 201	2-BEDROOM	736 SF
2nd Floor Plan	UNIT 202	1-BEDROOM	618 SF
2nd Floor Plan	UNIT 203	STUDIO	506 SF
2nd Floor Plan	UNIT 204	1-BEDROOM	658 SF
2nd Floor Plan	UNIT 205	STUDIO	273 SF
2nd Floor Plan	UNIT 206	1-BEDROOM	535 SF
2nd Floor Plan	UNIT 207	1-BEDROOM	625 SF
2nd Floor Plan	UNIT 208	2-BEDROOM	853 SF
2nd Floor Plan	UNIT 209	2-BEDROOM	851 SF
2nd Floor Plan	UNIT 210	1-BEDROOM	554 SF
2nd Floor Plan	UNIT 211	2-BEDROOM	992 SF
2nd Floor Plan	UNIT 212	2-BEDROOM	991 SF
2nd Floor Plan	UNIT 213	1-BEDROOM	642 SF
2nd Floor Plan	UNIT 214	1-BEDROOM	544 SF
2nd Floor Plan	UNIT 215	2-BEDROOM	931 SF
2nd Floor Plan	UNIT 216	2-BEDROOM	858 SF
2nd Floor Plan	UNIT 217	1-BEDROOM	653 SF
2nd Floor Plan	UNIT 218	1-BEDROOM	628 SF
2nd Floor Plan	UNIT 219	2-BEDROOM	759 SF
2nd Floor Plan	UNIT 220	1-BEDROOM	596 SF
2nd Floor Plan	UNIT 221	1-BEDROOM	548 SF
			14350 SF
3rd Floor Plan	UNIT 301	2-BEDROOM	733 SF
3rd Floor Plan	UNIT 302	1-BEDROOM	613 SF
3rd Floor Plan	UNIT 303	STUDIO	504 SF
3rd Floor Plan	UNIT 304	1-BEDROOM	658 SF
3rd Floor Plan	UNIT 305	STUDIO	339 SF
3rd Floor Plan	UNIT 306	1-BEDROOM	535 SF
3rd Floor Plan	UNIT 307	2-BEDROOM	858 SF
3rd Floor Plan	UNIT 308	1-BEDROOM	554 SF
3rd Floor Plan	UNIT 309	1-BEDROOM	625 SF
3rd Floor Plan	UNIT 310	2-BEDROOM	853 SF
3rd Floor Plan	UNIT 311	1-BEDROOM	715 SF
3rd Floor Plan	UNIT 312	1-BEDROOM	730 SF
3rd Floor Plan	UNIT 313	1-BEDROOM	708 SF
3rd Floor Plan	UNIT 314	1-BEDROOM	715 SF
3rd Floor Plan	UNIT 315	1-BEDROOM	730 SF
3rd Floor Plan	UNIT 316	1-BEDROOM	653 SF
3rd Floor Plan	UNIT 317	1-BEDROOM	544 SF
3rd Floor Plan	UNIT 318	2-BEDROOM	860 SF
3rd Floor Plan	UNIT 319	2-BEDROOM	855 SF
3rd Floor Plan	UNIT 320	1-BEDROOM	652 SF
3rd Floor Plan	UNIT 321	1-BEDROOM	629 SF
3rd Floor Plan	UNIT 322	2-BEDROOM	726 SF
3rd Floor Plan	UNIT 323	2-BEDROOM	859 SF
3rd Floor Plan	UNIT 324	1-BEDROOM	547 SF
			16195 SF
4th Floor Plan	UNIT 401	2-BEDROOM	733 SF
4th Floor Plan	UNIT 402	1-BEDROOM	611 SF
4th Floor Plan	UNIT 403	STUDIO	505 SF
4th Floor Plan	UNIT 404	1-BEDROOM	658 SF
4th Floor Plan	UNIT 405	STUDIO	340 SF
4th Floor Plan	UNIT 406	1-BEDROOM	535 SF
4th Floor Plan	UNIT 407	2-BEDROOM	858 SF
4th Floor Plan	UNIT 408	1-BEDROOM	554 SF
4th Floor Plan	UNIT 409	1-BEDROOM	638 SF
4th Floor Plan	UNIT 410	2-BEDROOM	853 SF
4th Floor Plan	UNIT 411	1-BEDROOM	715 SF
4th Floor Plan	UNIT 412	1-BEDROOM	730 SF
4th Floor Plan	UNIT 413	1-BEDROOM	708 SF
4th Floor Plan	UNIT 414	1-BEDROOM	716 SF
4th Floor Plan	UNIT 415	1-BEDROOM	730 SF
4th Floor Plan	UNIT 416	1-BEDROOM	653 SF
4th Floor Plan	UNIT 417	1-BEDROOM	544 SF
4th Floor Plan	UNIT 418	2-BEDROOM	860 SF
4th Floor Plan	UNIT 419	2-BEDROOM	855 SF
4th Floor Plan	UNIT 420	1-BEDROOM	652 SF
4th Floor Plan	UNIT 421	1-BEDROOM	629 SF
4th Floor Plan	UNIT 422	2-BEDROOM	725 SF
4th Floor Plan	UNIT 423	2-BEDROOM	862 SF
4th Floor Plan	UNIT 424	1-BEDROOM	547 SF
			16210 SF

TOTAL UNITS BREAKDOWN:

STUDIO	**16**
1-BEDROOM	**82**
2-BEDROOM	**41**
TOTAL	**139**

Area Schedule Sort by Level

Level	Unit	Number	Area
5th Floor Plan	UNIT 501	2-BEDROOM	739 SF
5th Floor Plan	UNIT 502	1-BEDROOM	611 SF
5th Floor Plan	UNIT 503	STUDIO	507 SF
5th Floor Plan	UNIT 504	1-BEDROOM	657 SF
5th Floor Plan	UNIT 505	STUDIO	340 SF
5th Floor Plan	UNIT 506	1-BEDROOM	535 SF
5th Floor Plan	UNIT 507	2-BEDROOM	858 SF
5th Floor Plan	UNIT 508	1-BEDROOM	554 SF
5th Floor Plan	UNIT 509	1-BEDROOM	625 SF
5th Floor Plan	UNIT 510	2-BEDROOM	853 SF
5th Floor Plan	UNIT 511	1-BEDROOM	715 SF
5th Floor Plan	UNIT 512	1-BEDROOM	730 SF
5th Floor Plan	UNIT 513	1-BEDROOM	708 SF
5th Floor Plan	UNIT 514	1-BEDROOM	715 SF
5th Floor Plan	UNIT 515	1-BEDROOM	730 SF
5th Floor Plan	UNIT 516	1-BEDROOM	653 SF
5th Floor Plan	UNIT 517	1-BEDROOM	544 SF
5th Floor Plan	UNIT 518	2-BEDROOM	870 SF
5th Floor Plan	UNIT 519	2-BEDROOM	855 SF
5th Floor Plan	UNIT 520	1-BEDROOM	651 SF
5th Floor Plan	UNIT 521	1-BEDROOM	626 SF
5th Floor Plan	UNIT 522	2-BEDROOM	718 SF
5th Floor Plan	UNIT 523	2-BEDROOM	862 SF
5th Floor Plan	UNIT 524	1-BEDROOM	552 SF
			16211 SF
6th Floor Plan	UNIT 601	STUDIO	446 SF
6th Floor Plan	UNIT 602	1-BEDROOM	561 SF
6th Floor Plan	UNIT 603	STUDIO	501 SF
6th Floor Plan	UNIT 604	1-BEDROOM	647 SF
6th Floor Plan	UNIT 605	STUDIO	340 SF
6th Floor Plan	UNIT 606	1-BEDROOM	535 SF
6th Floor Plan	UNIT 607	2-BEDROOM	851 SF
6th Floor Plan	UNIT 608	1-BEDROOM	554 SF
6th Floor Plan	UNIT 609	1-BEDROOM	625 SF
6th Floor Plan	UNIT 610	2-BEDROOM	853 SF
6th Floor Plan	UNIT 611	1-BEDROOM	709 SF
6th Floor Plan	UNIT 612	1-BEDROOM	730 SF
6th Floor Plan	UNIT 613	1-BEDROOM	759 SF
6th Floor Plan	UNIT 614	1-BEDROOM	715 SF
6th Floor Plan	UNIT 615	1-BEDROOM	730 SF
6th Floor Plan	UNIT 616	1-BEDROOM	653 SF
6th Floor Plan	UNIT 617	1-BEDROOM	544 SF
6th Floor Plan	UNIT 618	2-BEDROOM	863 SF
6th Floor Plan	UNIT 619	2-BEDROOM	847 SF
6th Floor Plan	UNIT 620	1-BEDROOM	643 SF
6th Floor Plan	UNIT 621	1-BEDROOM	585 SF
6th Floor Plan	UNIT 622	STUDIO	406 SF
6th Floor Plan	UNIT 623	2-BEDROOM	862 SF
6th Floor Plan	UNIT 624	1-BEDROOM	545 SF
			15503 SF
7th Floor Plan	UNIT 701	STUDIO	447 SF
7th Floor Plan	UNIT 702	1-BEDROOM	560 SF
7th Floor Plan	UNIT 703	STUDIO	502 SF
7th Floor Plan	UNIT 704	1-BEDROOM	647 SF
7th Floor Plan	UNIT 705	STUDIO	340 SF
7th Floor Plan	UNIT 706	1-BEDROOM	535 SF
7th Floor Plan	UNIT 707	2-BEDROOM	851 SF
7th Floor Plan	UNIT 708	1-BEDROOM	554 SF
7th Floor Plan	UNIT 709	1-BEDROOM	622 SF
7th Floor Plan	UNIT 710	2-BEDROOM	851 SF
7th Floor Plan	UNIT 711	2-BEDROOM	1126 SF
7th Floor Plan	UNIT 712	1-BEDROOM	708 SF
7th Floor Plan	UNIT 713	2-BEDROOM	1125 SF
7th Floor Plan	UNIT 714	1-BEDROOM	653 SF
7th Floor Plan	UNIT 715	1-BEDROOM	544 SF
7th Floor Plan	UNIT 716	2-BEDROOM	931 SF
7th Floor Plan	UNIT 717	2-BEDROOM	847 SF
7th Floor Plan	UNIT 718	1-BEDROOM	643 SF
7th Floor Plan	UNIT 719	1-BEDROOM	584 SF
7th Floor Plan	UNIT 721	2-BEDROOM	862 SF
7th Floor Plan	UNIT 722	1-BEDROOM	547 SF
7th Floor Plan	UNT 720	STUDIO	407 SF
			14886 SF
Grand total: 139			93354 SF

PROJECT INFORMATION

PROJECT SITE ADDRESS	5000 VINELAND AVE LOS ANGELES CA 91601

LEGAL DESCRIPTION

PARCEL 1		PARCEL 2		PARCEL 3		PARCEL4	
(APN) :	2419004024	(APN) :	2419004024	(APN) :	2419004001	(APN) :	2419004001
LOT	FR186	LOT	FR169 ARB2	LOT	17	LOT	16
BLOCK : NONE		BLOCK:	NONE	BLOCK:	NONE	BLOCK:	NONE
TRACT:	LANKERSHIM D LAND AND WATER CO.	TRACT:	LANKERSHIM D LAND AND WATER CO.	TRACT:	TR 7274	TRACT:	TR7274

PROJECT TYPE:

USE:	NEW 139 - UNITS APARTMENT BUILDING & COMMERCIAL (RETAIL)
ZONING:	C4-1-CA & [Q] R3-1
LOT / PARCEL AREA:	**[Q] R3-1:** 825 s.f **C4-1-CA:** 11,142.8 + 2,751.6 +2,501.4 + 17,557.9 = 33,128 s.f
OCCUPANCY GROUP:	S-2 & R-2
NUMBER OF STORIES PER ZONING :	1 STORY SUBTERRANEAN GARAGE + 7 STORIES
NUMBER OF STORIES PER BUILDING CODE :	1 STORY SUBTERRANEAN (S-2)+7 STORIES 1 STORY (S-2) BASEMENT+1 STORY (S-2) +6 STORIES (R-2)= 7 STORY BUILDING (510.2)
TYPE OF CONSTRUCTION:	TYPE III-A & IA(APARTMENTS) & TYPE I-A (APARTMENTS&PARKING GARAGE)
SPRINKLERED:	YES, FULLY SPRINKLERED THROUGHOUT NFPA13
FIRE ALARM:	FIRE ALARM SHALL BE PROVIDED THROUGHOUT THE BUILDING
TOTAL PROJECT UNITS:	139 UNITS (41x2BED + 82x1BED + 16xSTUDIO)
BUILDABLE AREA:	**C4-1-CA** 33,128 s.f. **[Q] R3-1** 362 s.f 33,128 + 362 = 33,490 s.f. SEE SHEET A3.17
FIRE ALARM PER NFPA 72:	SEE 907-2-9 YES
STANDPIPE:	CLASS III (CBC 905)

SCOPE OF THE WORK:

New 7-story, 139-unit (19 VLI Units) mixed-use affordable housing project with 5-levels of Type IIIA apartments over 1-level of Type IA apartments, over 1-level Type IA parking, retail and residential lobby spaces over 1-level parking basement using 12.22.A.25 incentives.

DENSITY BONUS :(OFF MENU)

PARKING RESIDENTIAL:

REQUIERED EV PARKING: 30 % OF TOTAL PARKING = 124 X %30 = 38 SPACES

PROVIDED EV PARKING = 34 SPACES +4 SPACES WITH EV STATION = 38 SPACES

H/C PARKING= 139X 2%= 3

6 H/C PARKING PROVIDED

		1 SPACE FOR 1-BEDROOM AND STUDIO	**2 SPACE FOR 2-BEDROOM UNITS**	ACCESSIBLE	STANDARD	COMPACT	TOTAL
REQUIRED	Density Bonus per (12.22.A.25 (d)(1))	**98 X 1 = 98 SPACES**	**41 X 2 = 82 SPACES**	3	136	48	180
PROVIDED				8	50	56	**114**

TOTAL REQUIRED PARKING =180 X 10% (10% PARKING REDUCTION PER BICYCLE ORDINANCE) = 162 SPACES

PARKING COMMERCIAL:

REQUIERED PARKING: ONE FOR EACH 250 S.F.
PROVIDED COMMERCIAL AREA: 2,855 S.F.
2855 / 250 = 11.5 = 12 (REQUIERED PARKING) PROVIDED (6 STANDARD +4COMPACT +2 ACCESSIBLE)=12

TOTAL REQUIERED PARKING: 153(REQUIERED RESIDENTAL PARKING AFTER REDUCTION) +12 (REQUIERED COMMERCIAL PARKING) =165 PARKING SPACES
TOTAL PROVIDED PARKING : 114 RESIDENTIAL + 12 COMMERCIAL = 126 PARKING SPACES

FAR (C4-1-CA)

ALLOWABLE FAR

ALLOWABLE FAR
1.5 : 1
31,128 SQFT x 1.5 = 49,692

TOTAL ALLOWABLE
50,778 SQFT

TOTAL PROVIDED
123,918.04 SQFT

SEE SHEETS A3.13 AND A3.14 FOR AREA BREAKDOWN

SCHOOL FEE =(FAR AREA+ STAIRS AND SHAFTS +EXTERIOR WALL) = 127,330.79 SQFT

FAR ([Q] R3-1)

ALLOWABLE FAR
3 : 1
362 SQFT x 3 = 1,086

DENSITY

	ALLOWABLE DENSITY	TOTAL
(C4-1-CA)	LOT AREA+1/2 OF ALLEY/400=33,653 S.F./400=84.1	85
([Q] R3-1)	825 S.F. / 1,200 = 0.69	1
	TOTAL	86

PROJECT DENSITY
139 UNITS (120 MARKET UNITS &19 VLI UNITS)
(22% VLI) 61.5% AND DESINTY INCREASE

REQUIRED

C4-1-CA ZONE

SETBACKS	**FRONT**	**SIDE**	**SIDE**	**FRONT**
	0	**10'-0"**	**10'-0"**	**0**

SETBACKS	**FRONT**	**SIDE**	**SIDE**	**REAR**
	0	**5'-0"**	**0'-0"**	**0**

[Q] R3-1 ZONE

SETBACKS	**FRONT**	**SIDE**	**SIDE**	**REAR**
	5'-0"	**5'-0"**	**5'-0"**	**N/A**

SETBACKS	**FRONT**	**SIDE**	**SIDE**	**REAR**
	5'-0"	**5'-0"**	**5'-0"**	**N/A**

OFF-MENU INCENTIVES:

INCENTIVE #1 FAR INCREASE TO ALLOW 3.84:1 IN LIEU OF THE 1.5:1 FAR IN THE C4 ZONE AND 3.84:1 IN THE R3 ZONE
INCENTIVE #2 SIDE YARD SETBACK TO ALLOW 5'-0" SETBACK IN LIEU OF 10 FEET REQUIRED
INCENTIVE #3 SIDE YARD SETBACK TO ALLOW 0'-0" SETBACK IN LIEU OF 10 FEET REQUIRED

WAIVER : 1- AVERAGEING FAR AND DENSITY OVER TWO ZONES
2- RELIEF FOR THE REQUIREMENT TO PROVIDE LOADING SPACE OF 800 SQFT
3-RELIEF FROM 12.21.1.10 TRANSITIONAL HEIGHT TO ALLOW 73 FEET IN HEIGHT IN LIEU OF THE 61 FEET

HEIGHT:

MAX. HEIGHT PER ZONNING (FROM A.L.G. @605'-0"SEE SHEET A4.

PROJECT HEIGHT PER ZONNING = 78' - 6"

MAX. HEIGHT PER BUILDING (WITH HIGHT INCREASE) (FROM GRADE PLANE @ 609) = 85'-0"

PROJECT HEIGHT PER BUILDING = 77' - 6"

PARKING:

REQUIRED RESIDENTIAL PARKING 162 SPACES
PROVIDED RESIDENTIAL PARKING 116 SPACES

OPEN SPACE CALCULATION

REQUIRED OPEN SPACE:

UNIT TYPE	**HABITABLE ROOM**	**QUANTITY**	**REQ. OPEN SPACE / UNIT**	**TOTAL (S.F.)**
STUDIO	<3	16	100 S.F.	1,600
1BED	<3	82	100 S.F.	8,200
2 BED	=3	36	125 S.F.	4,500
2-BED	>3	5	175 S..F	875
TOTAL REQUIRED OPEN SPACE:				**15,175 S.F.**

67 x 50 S.F. = 3,350	PRIVATE OPEN SPACE		(BALCONIES)
1,625 S.F.	(POOL HOUSE) COVERED		(2ND FLOOR)
2088 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(2ND FLOOR)
643 + 643 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(2ND FLOOR)
600 S.F.	(GYM)	COVERED	(2ND FLOOR)
611 S.F.	RECREATION ROOM	COVERED	(3RD FLOOR)
645 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(4TH FLOOR)
630 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(4TH FLOOR)
4,750 S.F.	COMMON OPEN SPACE	OPEN TO SKY	(ROOF TOP DECK)

TOTAL PROVIDED OPEN SPACE 15,585 S.F
15,585 SQFT > 15,175 SQFT
(MAX. COVERED COMMON OPEN SPACE ALLOWED) = 15,175 S.F. X 25% = 3,793.75 SQFT
TOTAL RECREATION ROOMS,GYM, POOL HOUSE = 2,836 S.F.<3,793.75 S.F.
SEE SHEETS A3.15 AND A3.16 FOR OPEN SPACE DIAGRAM

STRUCTURAL ENGINEER
Lee&Lee Structural Engr. Inc.
3550 Wilshire Blvd. #480 Los Angeles, CA 90010
Tel: 213) 351-0034
Fax: 213) 368-0034
leenlee.net

CLIENT
NOHO PROPERTIES LLC
ADDRESS:5000 VINELAND AVE NORTH HOLLYWOOD CA 91601
TEL: (818)-376-0386
E: PC@ALPAINC.COM

ARCHITECT
MALY ARCHITECTS, INC.
ADDRESS: 7136 HASKELL AVE., #320 VANNUYS, CA 91406
TEL: (818) 770-0161
E:INFO@MALYARCHITECTS.COM

CIVIL AND LID ENGINEER

BUILDING CODES

ALL CONSTRUCTION SHALL COMPLY WITH :
- 2020 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE,
- PART 1, TITLE 24 C.C.R.
- 2020 CALIFORNIA BUILDING CODE (CBC), PARTS 1 & 2, TITLE 24 C.C.R.
- 2020 LOS ANGELES BUILDING CODE
- 2020 LOS ANGELES GREEN CODE

PROJECT IS 100% PRIVATELY FOUNDED

SHEET INDEX

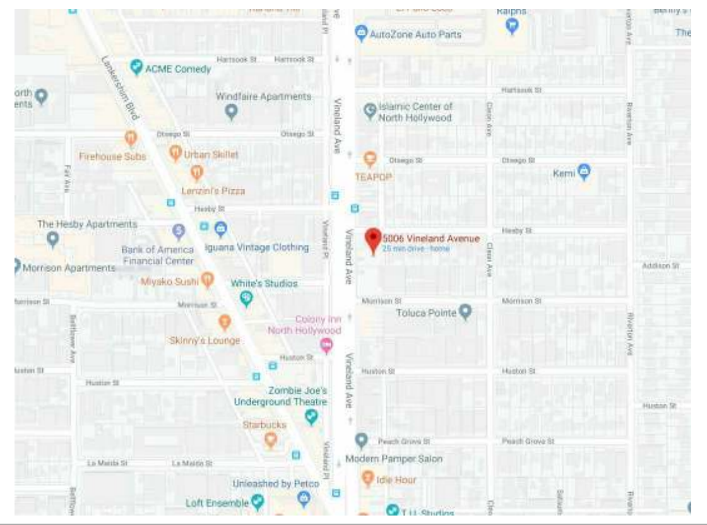
Sheet List - Architecture

BICYCLE PARKING

LONG TERM	**REQUIRED**	**PROVIDED**
RESIDENTIAL:	**89**	**89**
COMMERCIAL:	**2**	**2**

SHORT TERM	**REQUIRED**	**PROVIDED**
RESIDENTIAL:	**9**	**9**
COMMERCIAL:	**2**	**2**

VICINITY MAP



NORTH

MALY ARCHITECTS INC.

R E V I S I O N S	NO.	DATE:
	1	
	2	
	3	

SHEET TITLE: TITLE SHEET

APPLICANT AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave. #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
`

DATE:
10/31/2023 1:04:07 PM

DRAWN BY:
Author

APPROVED BY:
Approver

SHEET NO:

A0.01

1 Site Plan
3/32" = 1'-0"

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE. REUSE, REPRODUCTION OR PUBLICATION BY ANY METHOD, IN WHOLE OR IN PART IS PROHIBITED. TITLE TO THE PLANS AND SPECIFICATIONS REMAINS WITH THE ARCHITECT, WITHOUT PREJUDICE VISUAL CONTACTWITH THESE DUCUMENTS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF THE ACCEPTANCE OF THESE RESTRICTIONS.

MALY ARCHITECTS INC.

REVISIONS	
NO.	DATE:
1	
2	
3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: SITE PLAN

ARCHITECT:
FARZIN MALY
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Van Nuys, CA 91406
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LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:

DATE:
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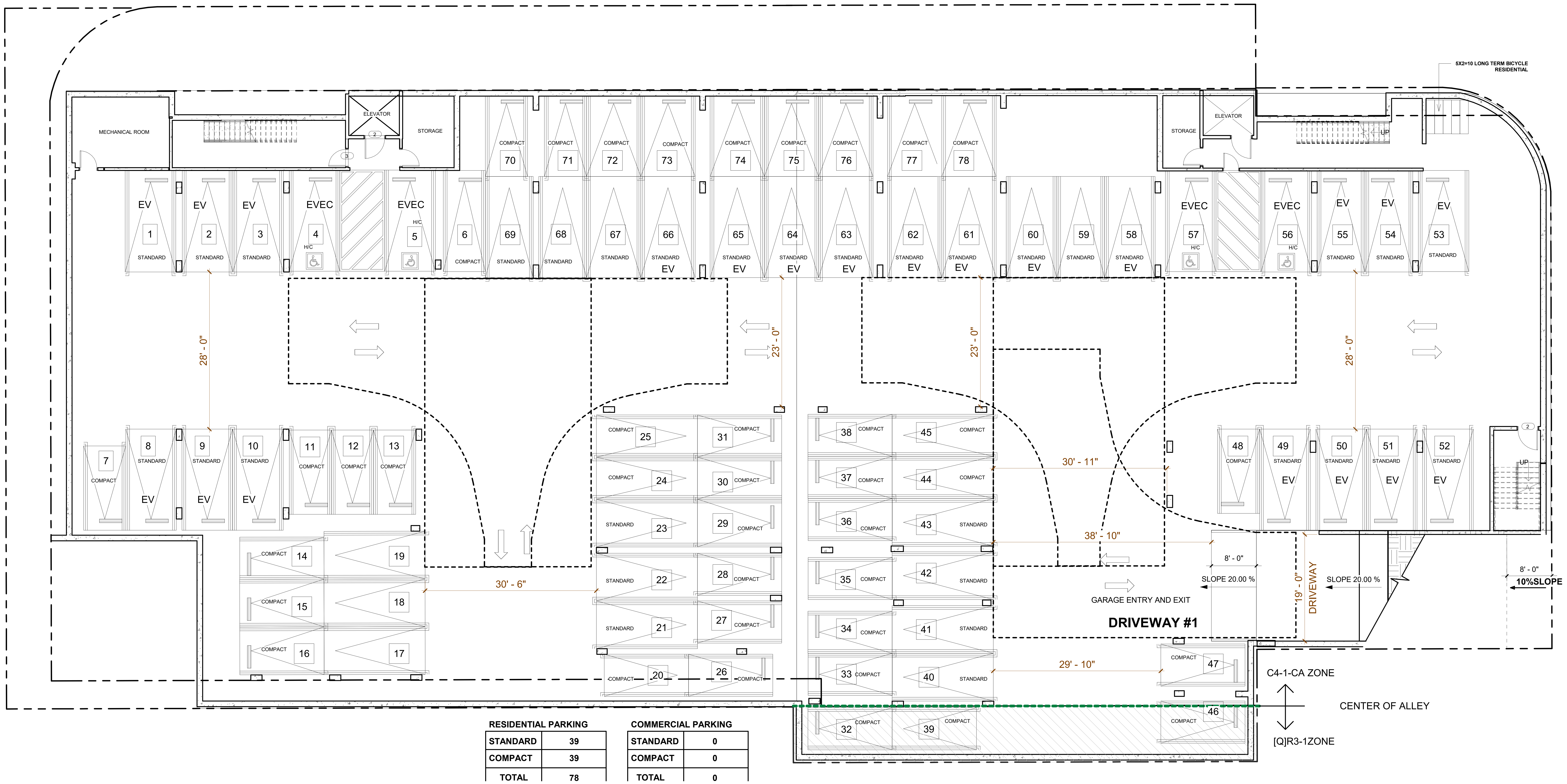
DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A2.01



RESIDENTIAL PARKING

STANDARD	39
COMPACT	39
TOTAL	78

BICYCLE
SHORT TERM 0 SPACES
LONG TERM 10 SPACES

COMMERCIAL PARKING

STANDARD	0
COMPACT	0
TOTAL	0

BICYCLE
SHORT TERM 0SPACE
LONG TERM 0 SPACE

① Basement Floor Plan
1" = 10'-0"

N

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MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

SHEET TITLE: BASEMENT FLOOR PLAN

ARCHITECT:
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OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:

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Author

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Approver

SHEET NO:

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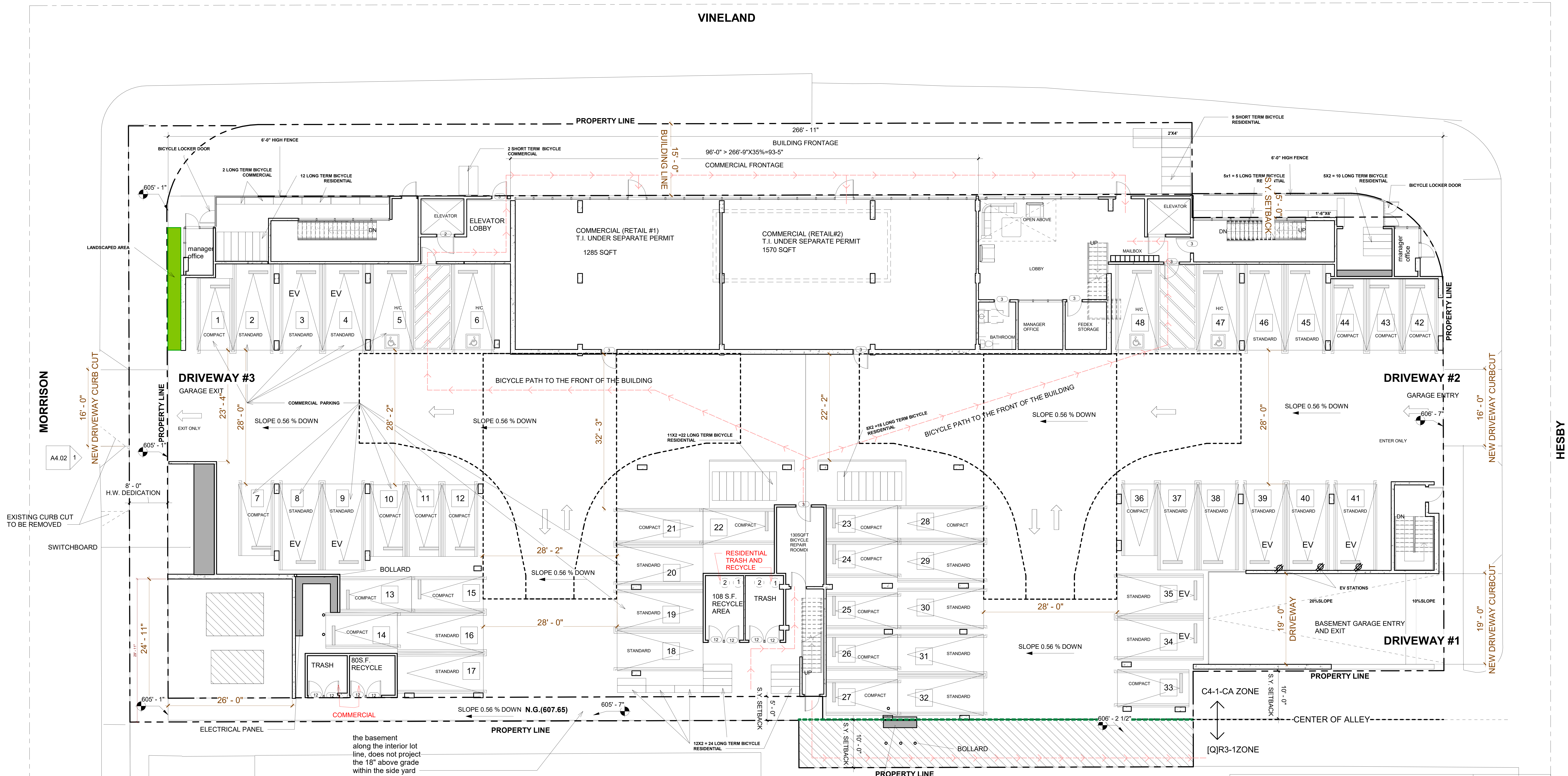

1 1st Floor Plan
1" = 10'-0"

N

RESIDENTIAL PARKING

STANDARD	19
COMPACT	17
TOTAL	36

BICYCLE
SHORT TERM 9 SPACES
LONG TERM 88 SPACES

COMMERCIAL PARKING

STANDARD	8
COMPACT	4
TOTAL	12

BICYCLE
SHORT TERM 2SPACE
LONG TERM 2 SPACE

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

PLAN LEGEND		DETAIL REF.
→→→	PATH OF TRAVEL/ PATH OF EGRESS	
→→→	ACCESSIBLE PATH OF TRAVEL	
	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨	8" "CMU" WALL, REFER TO STRUCTURAL	
	2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
	2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
	1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
	1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
	CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT	ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
⊗	EXIT SIGN	
SD	SMOKE DETECTOR	
CM	CARBON MONOXIDE DETECTOR	
⊘	EXHUAST FAN	
SP	CLASS ONE STAND PIPE	
✳	WATER CURTAIN	
T	THERMOSTAT	SPEC. ON SHEET A1.03

MALY ARCHITECTS INC.

REVISIONS		
NO.	DATE:	
1		
2		
3		

SHEET TITLE: 1ST FLOOR PLAN

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
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DATE:
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DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.02

1 2nd Floor Plan
1" = 10'-0"

PLAN LEGEND	DETAIL REF.
→→→ PATH OF TRAVEL/ PATH OF EGRESS	
→→→ ACCESSIBLE PATH OF TRAVEL	
2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨ 8" "CMU" WALL, REFER TO STRUCTURAL	
2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
EXIT SIGN	
SD SMOKE DETECTOR	
CM CARBON MONOXIDE DETECTOR	
EXHUAST FAN	
SP CLASS ONE STAND PIPE	
✳ WATER CURTAIN	
T THERMOSTAT	SPEC. ON SHEET A1.03

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

SHEET TITLE: 2ND FLOOR PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
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OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:

DATE:
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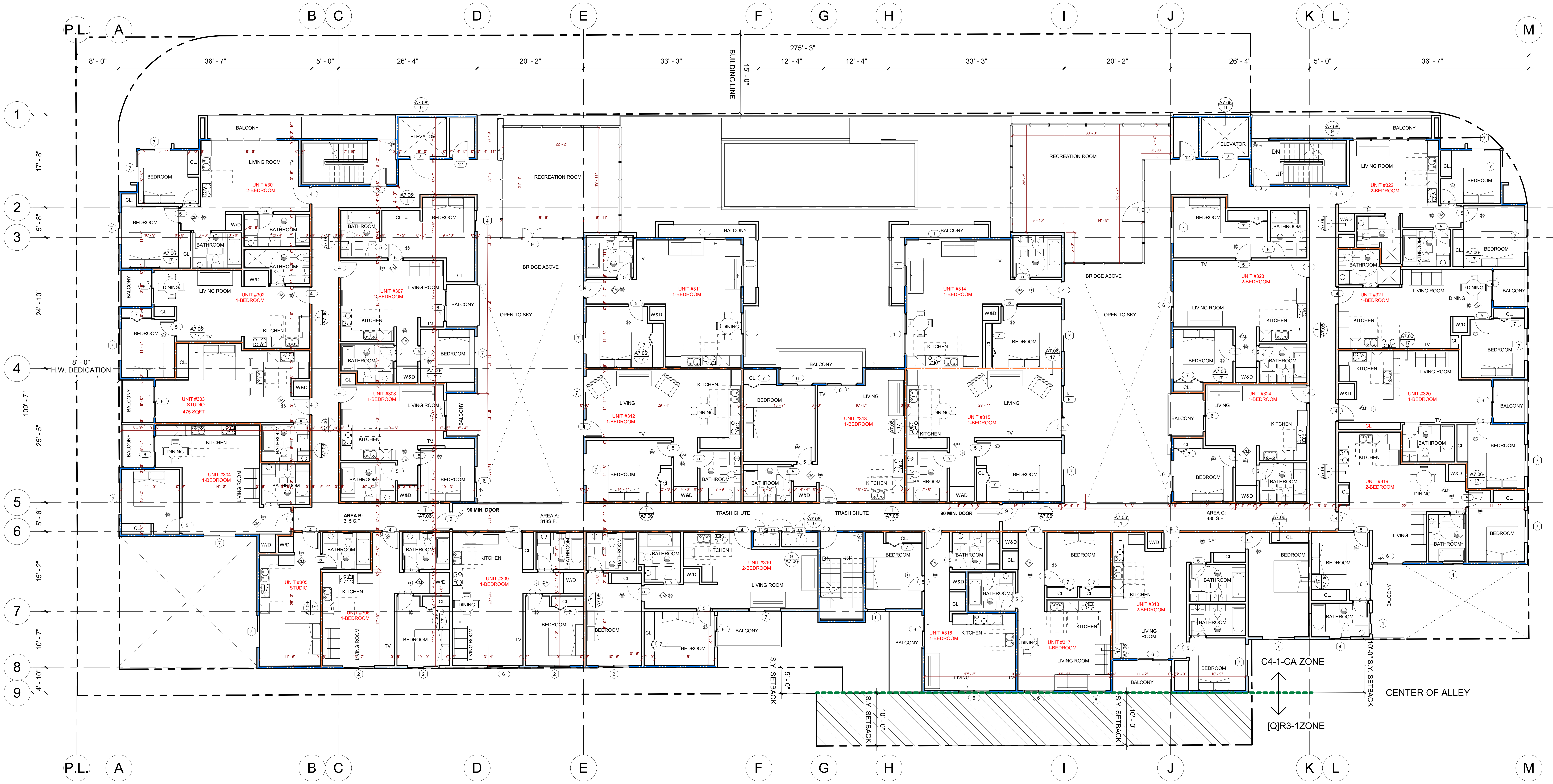
DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.03



1 3rd Floor Plan
1" = 10'-0"

PLAN LEGEND	DETAIL REF.
PATH OF TRAVEL/ PATH OF EGRESS	
ACCESSIBLE PATH OF TRAVEL	
2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
8" "CMU" WALL, REFER TO STRUCTURAL	
2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
EXIT SIGN	
SD SMOKE DETECTOR	
CM CARBON MONOXIDE DETECTOR	
EXHUAST FAN	
SP CLASS ONE STAND PIPE	
✳ WATER CURTAIN	
T THERMOSTAT	SPEC. ON SHEET A1.03

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
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3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

SHEET TITLE: 3RD FLOOR PLAN

ARCHITECT:
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LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:
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DATE:
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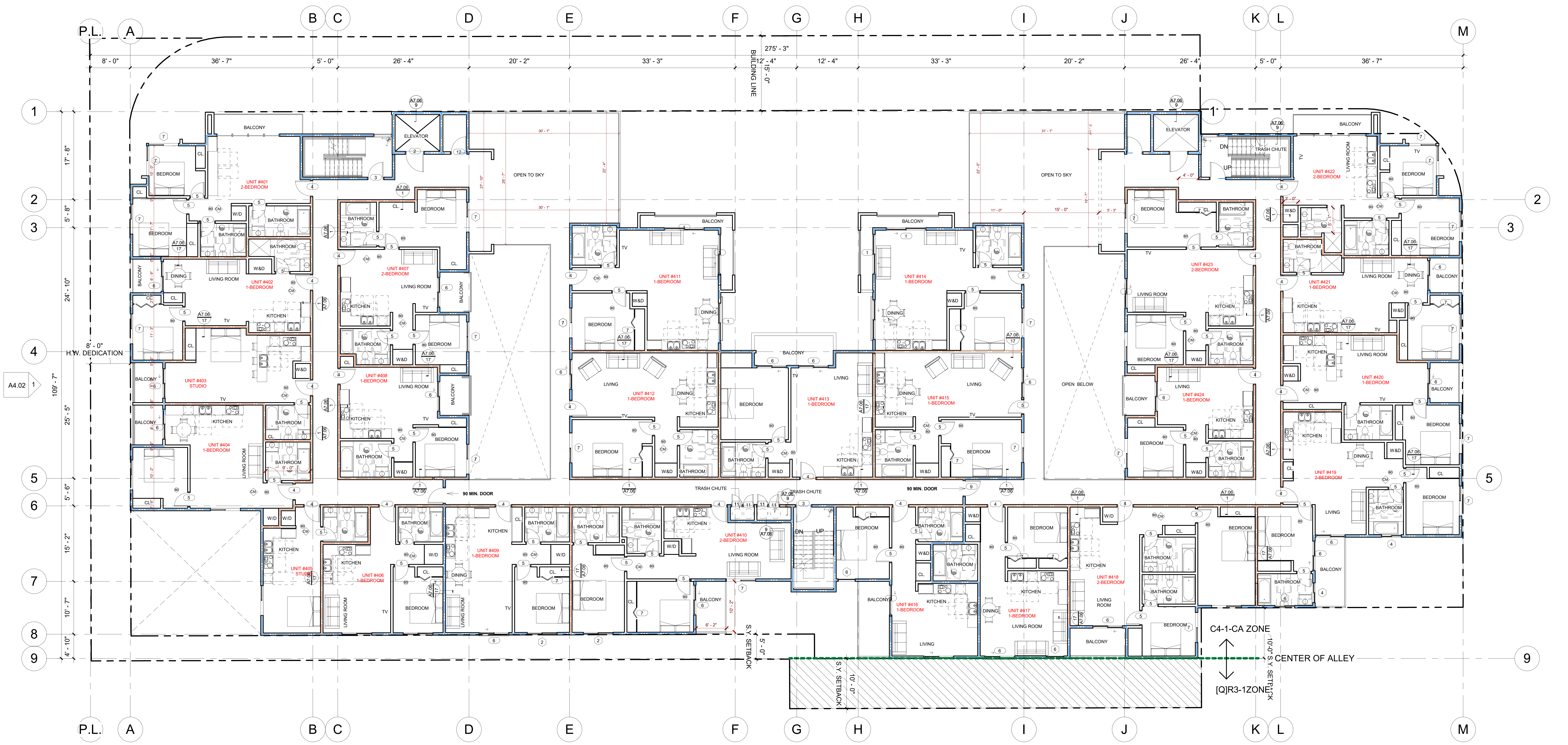
Author

APROVED BY:
Approver

SHEET NO:
A3.04



1 4th Floor Plan
1" = 10'-0"

N

PLAN LEGEND	DETAIL REF.
PATH OF TRAVEL/ PATH OF EGRESS	
ACCESSIBLE PATH OF TRAVEL	
2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
8" "CMU" WALL, REFER TO STRUCTURAL	
2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
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1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
EXIT SIGN	
SD SMOKE DETECTOR	
CM CARBON MONOXIDE DETECTOR	
EXHUAST FAN	
SP CLASS ONE STAND PIPE	
✳ WATER CURTAIN	
T THERMOSTAT	SPEC. ON SHEET A1.03

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: 4TH FLOOR PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

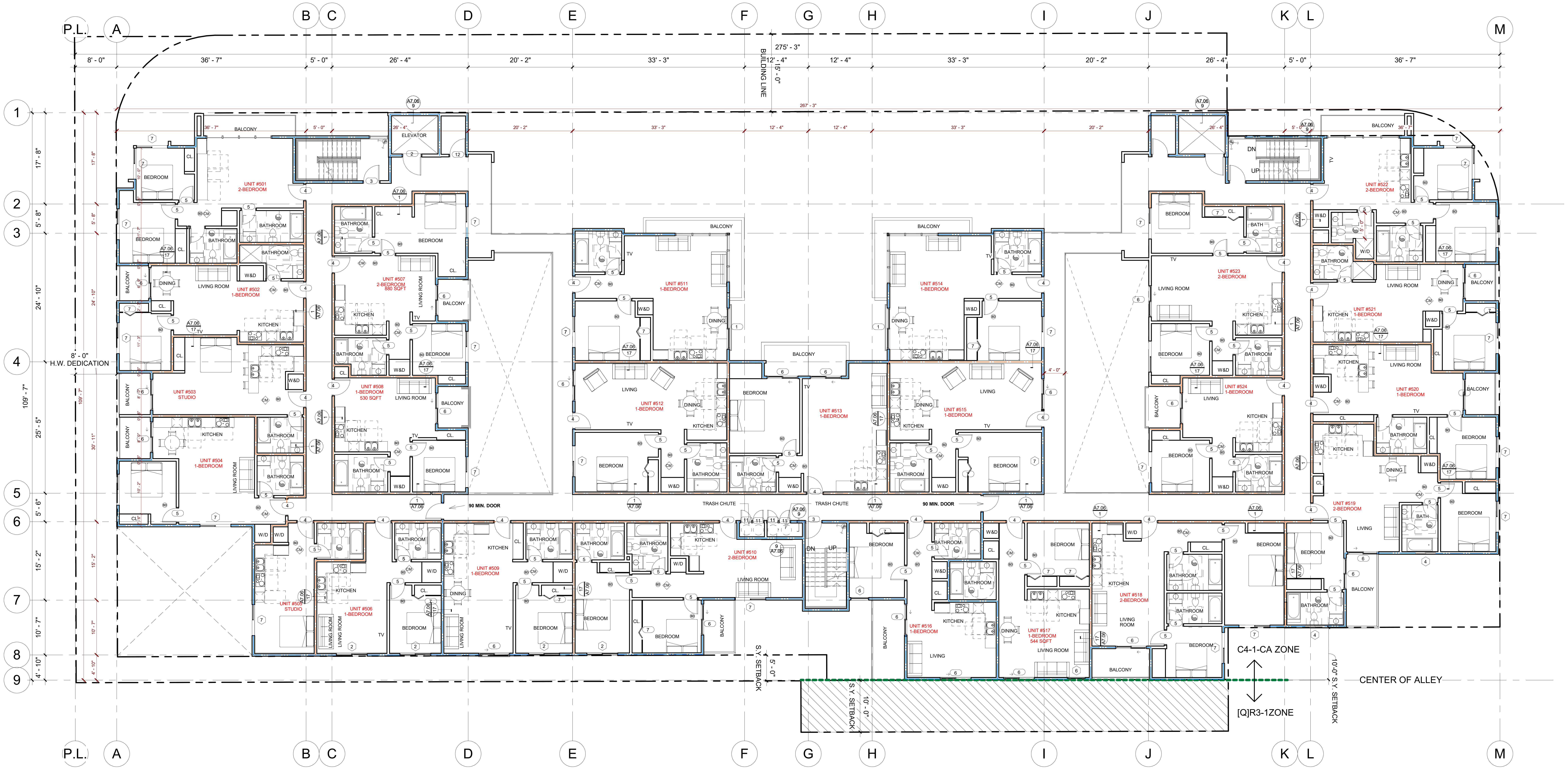
PROJECT NO:
`

DATE:
10/31/2023 1:04:25 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.05



1 5th Floor Plan
1" = 10'-0"

PLAN LEGEND	DETAIL REF.
→→→ PATH OF TRAVEL/ PATH OF EGRESS	
→→→ ACCESSIBLE PATH OF TRAVEL	
2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨ 8" "CMU" WALL, REFER TO STRUCTURAL	
2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
EXIT SIGN	
SD SMOKE DETECTOR	
CM CARBON MONOXIDE DETECTOR	
EXHUAST FAN	
SP CLASS ONE STAND PIPE	
✳ WATER CURTAIN	
T THERMOSTAT	SPEC. ON SHEET A1.03

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

SHEET TITLE: 5H FLOOR PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

REVISIONS NO.	DATE:
1	
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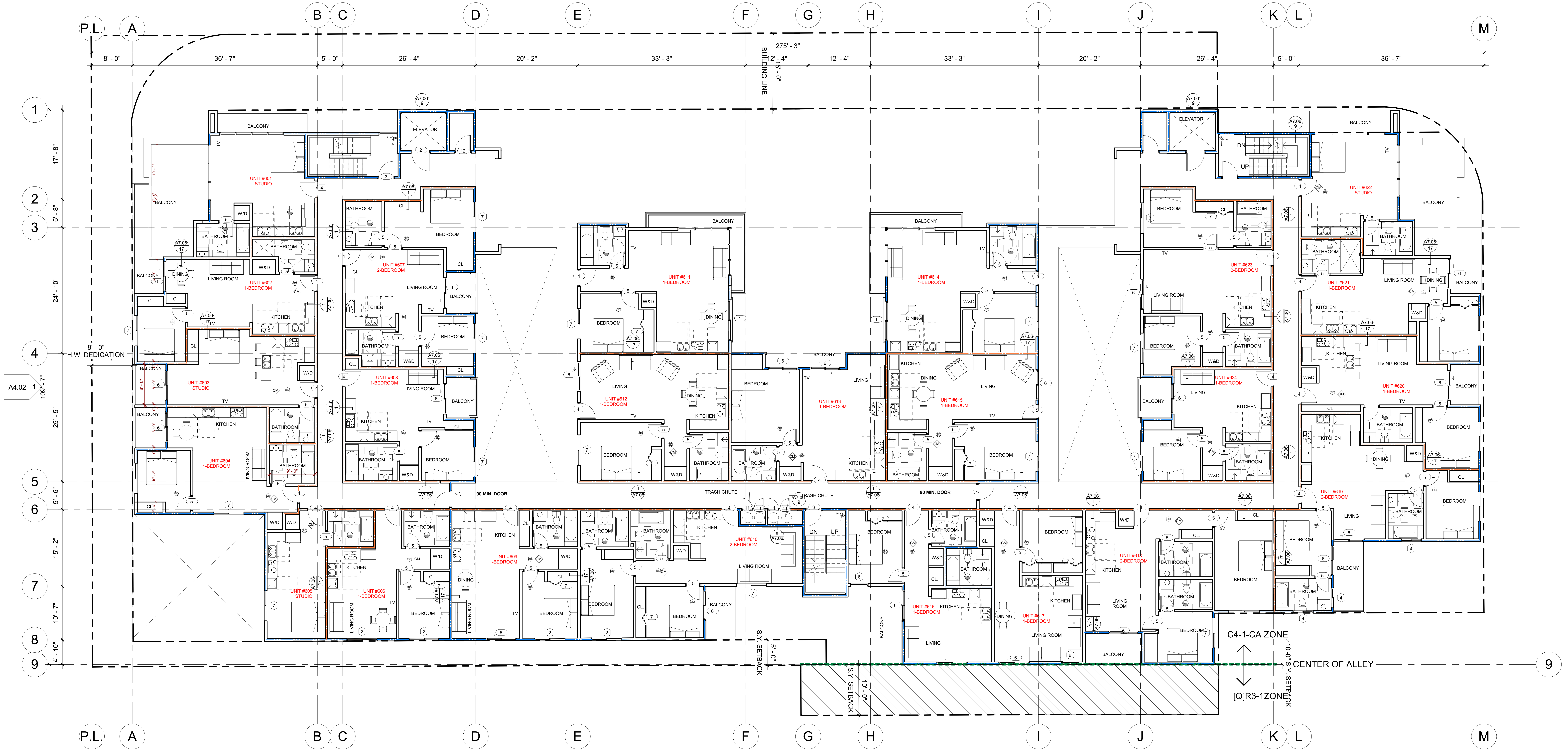
MALY ARCHITECTS INC.

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:

DATE:
10/31/2023 1:04:29 PM
DRAWN BY:
Author
APROVED BY:
Approver

SHEET NO:
A3.06



1 6th Floor Plan
1" = 10'-0"

N

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

PLAN LEGEND		DETAIL REF.
→→→	PATH OF TRAVEL/ PATH OF EGRESS	
→→→	ACCESSIBLE PATH OF TRAVEL	
═	2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨	8" "CMU" WALL, REFER TO STRUCTURAL	
═	2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
═	2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
═	1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
═	1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
▨	CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
═	2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT	ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
⊕	EXIT SIGN	
SD	SMOKE DETECTOR	
CM	CARBON MONOXIDE DETECTOR	
⊘	EXHAUST FAN	
SP	CLASS ONE STAND PIPE	
✳	WATER CURTAIN	
T	THERMOSTAT	SPEC. ON SHEET A1.03

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THET WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE, REUSE, REPRODUCTION OR PUBLICATION BY ANY METHOD, IN WHOLE OR IN PART IS PROHIBITED. TITLE TO THE PLANS AND SPECIFICATIONS REMAINS WITH THE ARCHITECT, WITHOUT PREJUDICE VISUAL CONTACTWITH THESE DUCUMENTS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF THE ACCEPTANCE OF THESE RESTRICTIONS.

MALY ARCHITECTS INC.

DATE:

REVISIONS	NO.
	1
	2
	3

SHEET TITLE: 6TH FLOOR PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:

DATE:
10/31/2023 1:04:33 PM

DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.07

1 7th Floor Plan
1" = 10'-0"

N

PLAN LEGEND	DETAIL REF.
PATH OF TRAVEL/ PATH OF EGRESS	
ACCESSIBLE PATH OF TRAVEL	
2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
8" "CMU" WALL, REFER TO STRUCTURAL	
2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
EXIT SIGN	
SD SMOKE DETECTOR	
CM CARBON MONOXIDE DETECTOR	
EXHUAST FAN	
SP CLASS ONE STAND PIPE	
✳ WATER CURTAIN	
T THERMOSTAT	SPEC. ON SHEET A1.03

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
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3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
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MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
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2	
3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

SHEET TITLE: 7TH FLOOR PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:

DATE:
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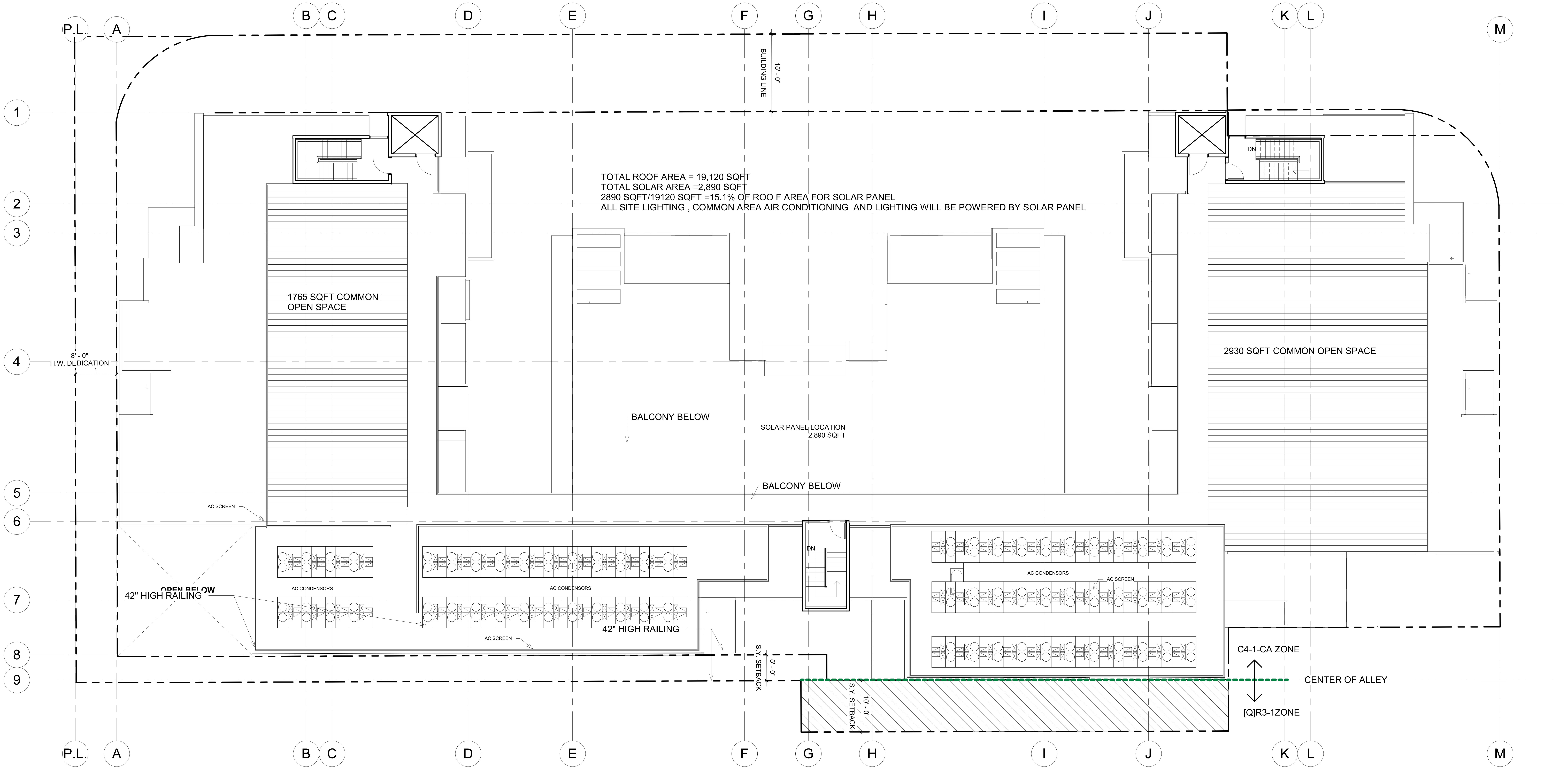
DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.08



TOTAL ROOF AREA = 19,120 SQFT
TOTAL SOLAR AREA =2,890 SQFT
2890 SQFT/19120 SQFT =15.1% OF ROO F AREA FOR SOLAR PANEL
ALL SITE LIGHTING , COMMON AREA AIR CONDITIONING AND LIGHTING WILL BE POWERED BY SOLAR PANEL

N

① Roof Plan
1" = 10'-0"

PLAN LEGEND	DETAIL REF.
→→→ PATH OF TRAVEL/ PATH OF EGRESS	
→→→ ACCESSIBLE PATH OF TRAVEL	
2x STUD WALL @ 16" O.C., REFER TO STRUCTURAL	
▨ 8" "CMU" WALL, REFER TO STRUCTURAL	
2-HOUR FIRE RATED - EXTERIOR WALL	DETAIL 13, SHEET A7.06
2-HOUR FIRE RATED - SHAFT, ELEVATOR	DETAIL 9, SHEET A7.06
1-HOUR FIRE RATED WALL - CORRIDOR WALL	DETAIL 1, SHEET A7.06
1-HOUR FIRE RATED WALL - PARTY WALL	DETAIL17, SHEET A7.06
CONCRETE COLUMN / WALL. SEE STRUCTURAL.	
2x6 @ 16" O.C. PLUMBING WALL (NO SHEAR VALUE) REINFORCED TO SUIT GRAB BAR	
EXIT ILLUMINATED EXIT SIGN WITH DIRECTION ARROW	
⊗ EXIT SIGN	
SD SMOKE DETECTOR	
CM CARBON MONOXIDE DETECTOR	
⊘ EXHUAST FAN	
SP CLASS ONE STAND PIPE	
✳ WATER CURTAIN	
T THERMOSTAT	SPEC. ON SHEET A1.03

NOTES:
1. FOR UNDER SLAB DRAINAGE SEE CIVIL & M/P DWG'S.
2. FOR AUTOMATIC SPRINKLER, SEE DWG'S. BY OTHERS. UNDER SEPARATE PERMIT.
3. ALL EXHAUST FANS SHALL FOLLOW ENERGY STAR REQUIREMENTS
4. FANS, NOT FUNCTIONING AS A COMPONENT OF A WHOLE HOUSE VENITILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDITY CONTROL.

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: ROOF PLAN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:
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DATE:
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Author

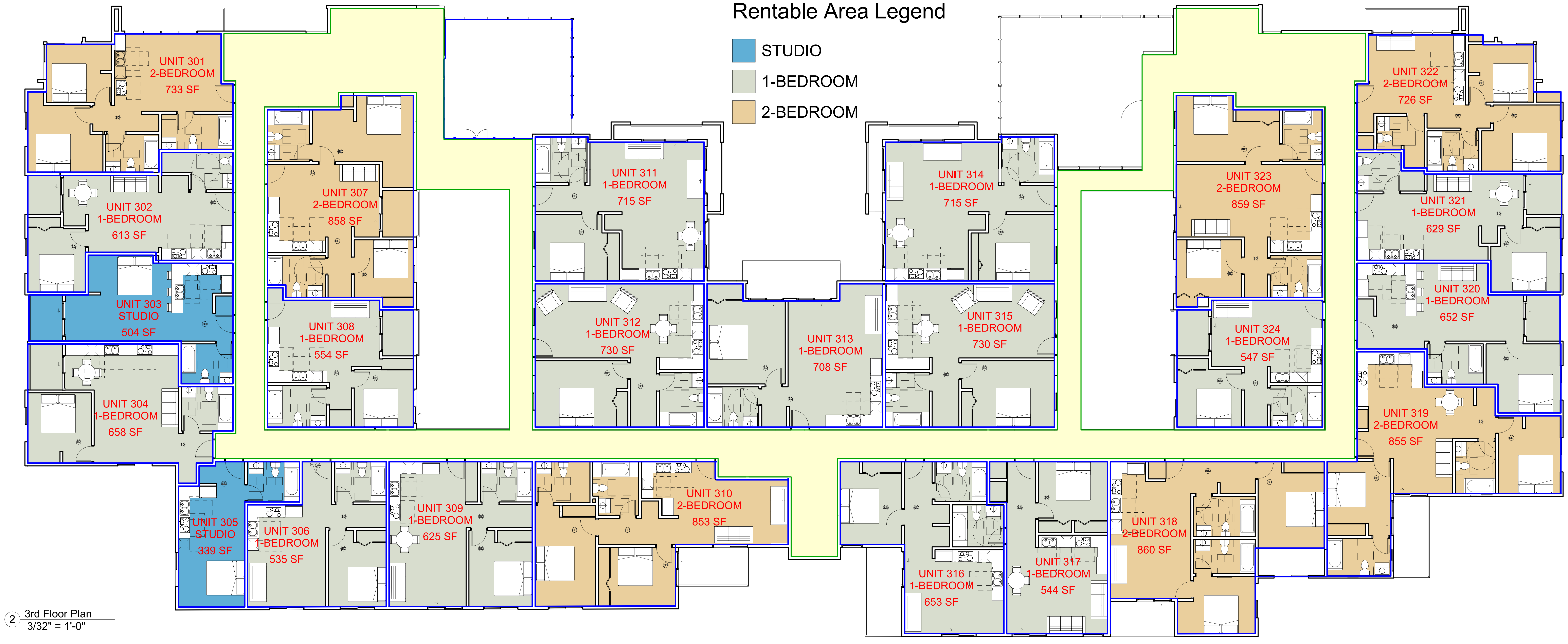
APROVED BY:
Approver

SHEET NO:
A3.09

① 2nd Floor Plan
3/32" = 1'-0"

Rentable Area Legend

- 🟦 STUDIO
- ⬜ 1-BEDROOM
- 🟫 2-BEDROOM



Rentable Area Legend

- 🟦 STUDIO
- ⬜ 1-BEDROOM
- 🟫 2-BEDROOM

② 3rd Floor Plan
3/32" = 1'-0"

MALY ARCHITECTS INC.

REVISIONS
NO. 1 2 3
DATE:

SHEET TITLE:
UNIT AREA AND BREAKDOWN

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23

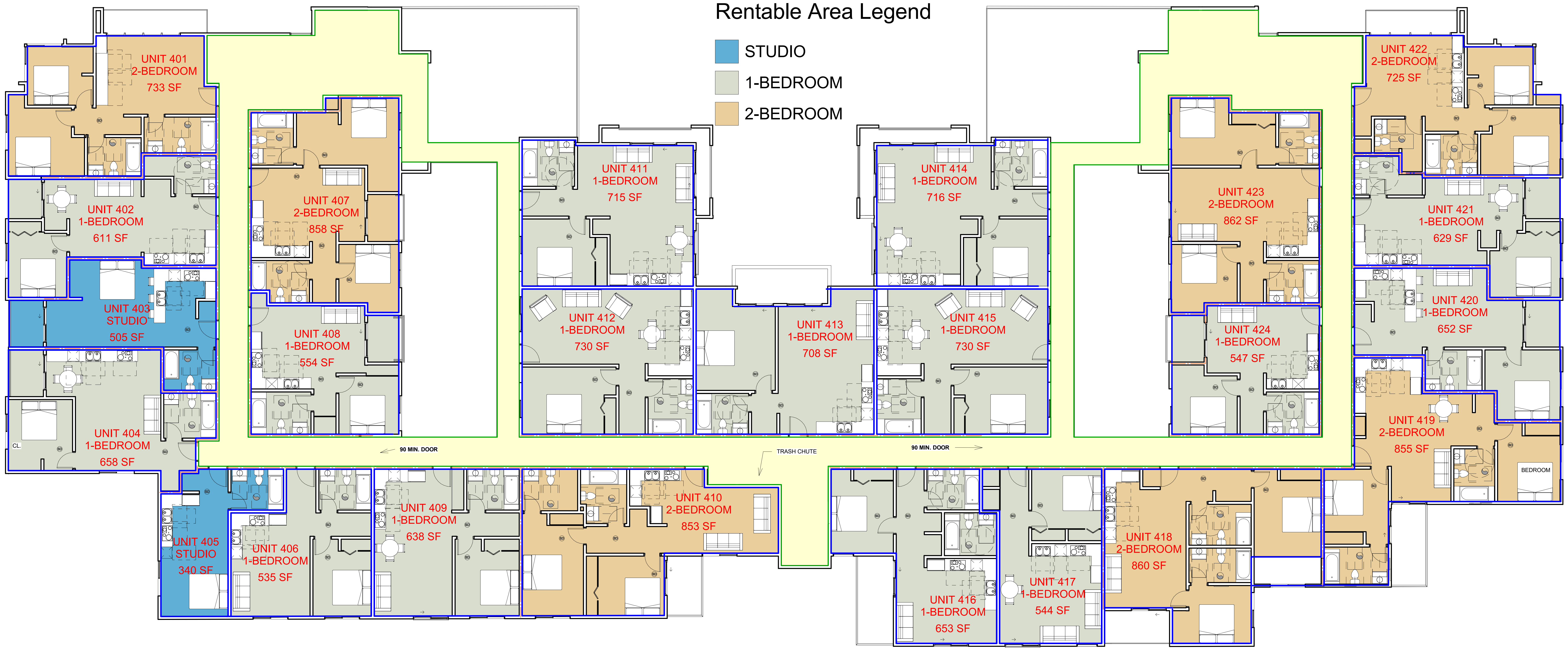
PROJECT NO:

DATE:
10/31/2023 1:04:50 PM

DRAWN BY:
Author

APROVED BY:
Approver

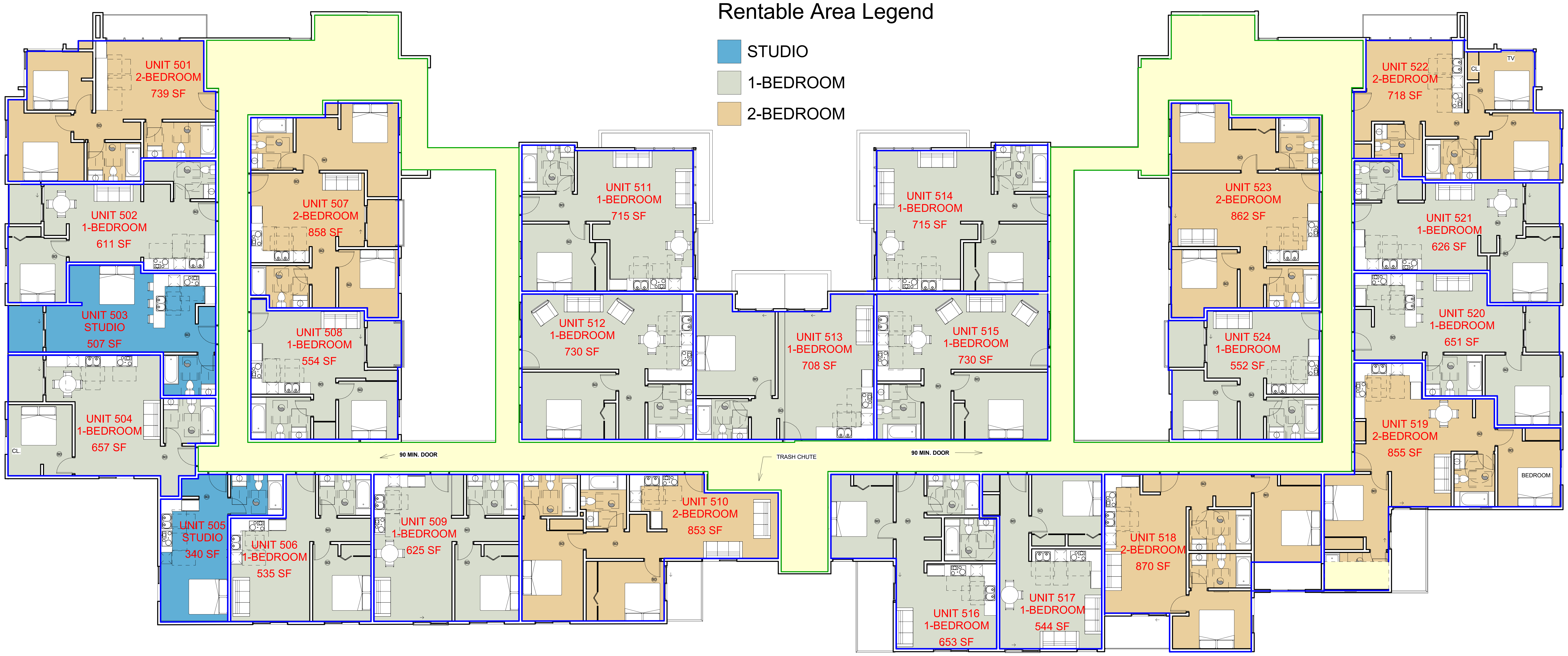
SHEET NO:
A3.10



Rentable Area Legend

- 🟦 STUDIO
- ⬜ 1-BEDROOM
- 🟧 2-BEDROOM

① 4th Floor Plan
3/32" = 1'-0"



Rentable Area Legend

- 🟦 STUDIO
- ⬜ 1-BEDROOM
- 🟧 2-BEDROOM

② 5th Floor Plan
3/32" = 1'-0"

MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: UNIT AREA AND BREAKDOWN

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
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DATE:
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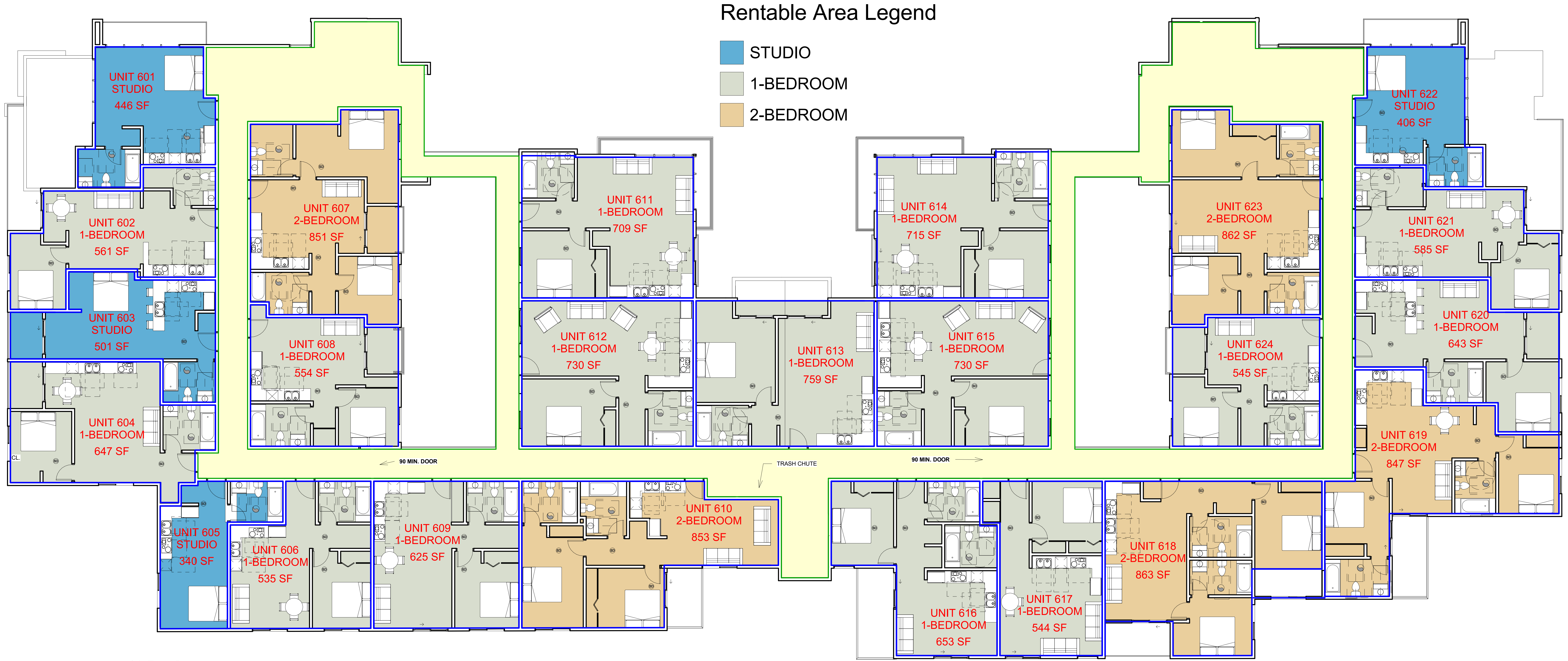
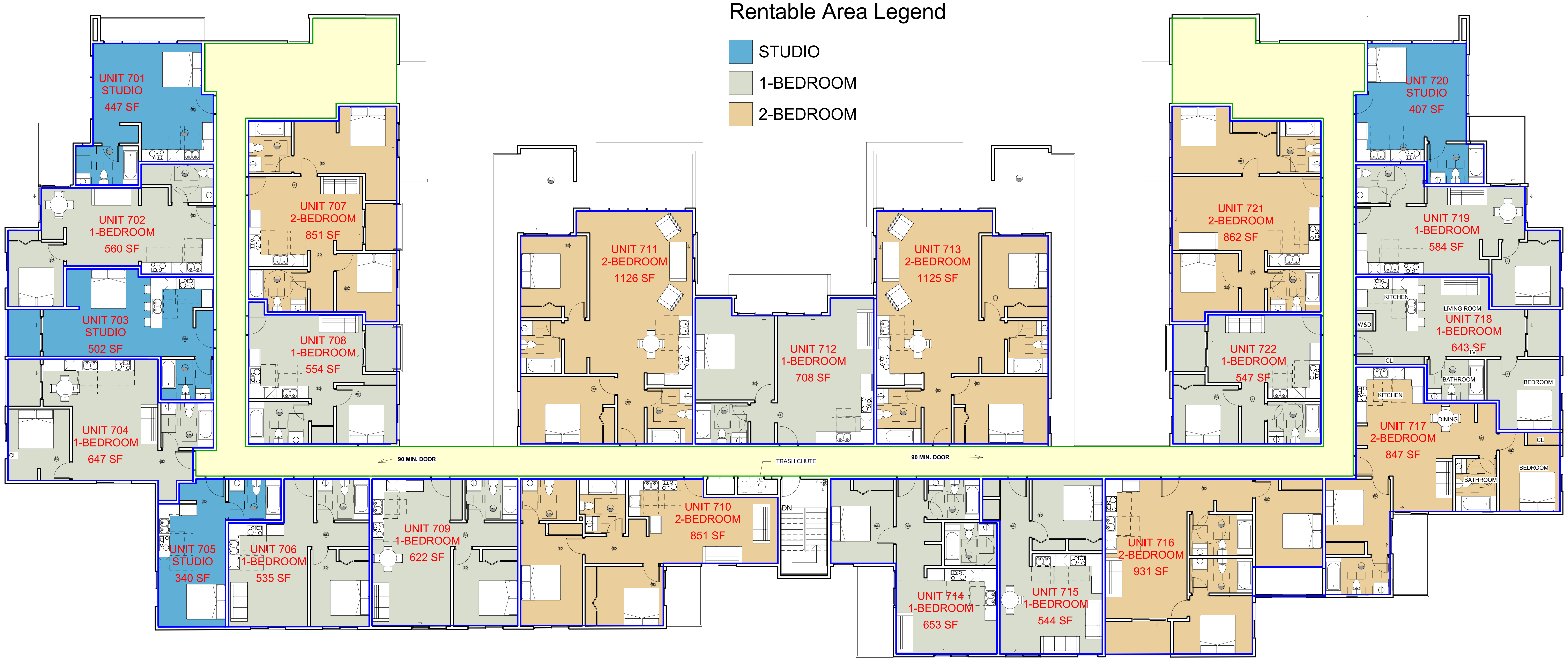
DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.11



1 6th Floor Plan
3/32" = 1'-0"



2 7th Floor Plan
3/32" = 1'-0"

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MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

SHEET TITLE: UNIT AREA AND BREAKDOWN

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:
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DATE:
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DRAWN BY:
Author

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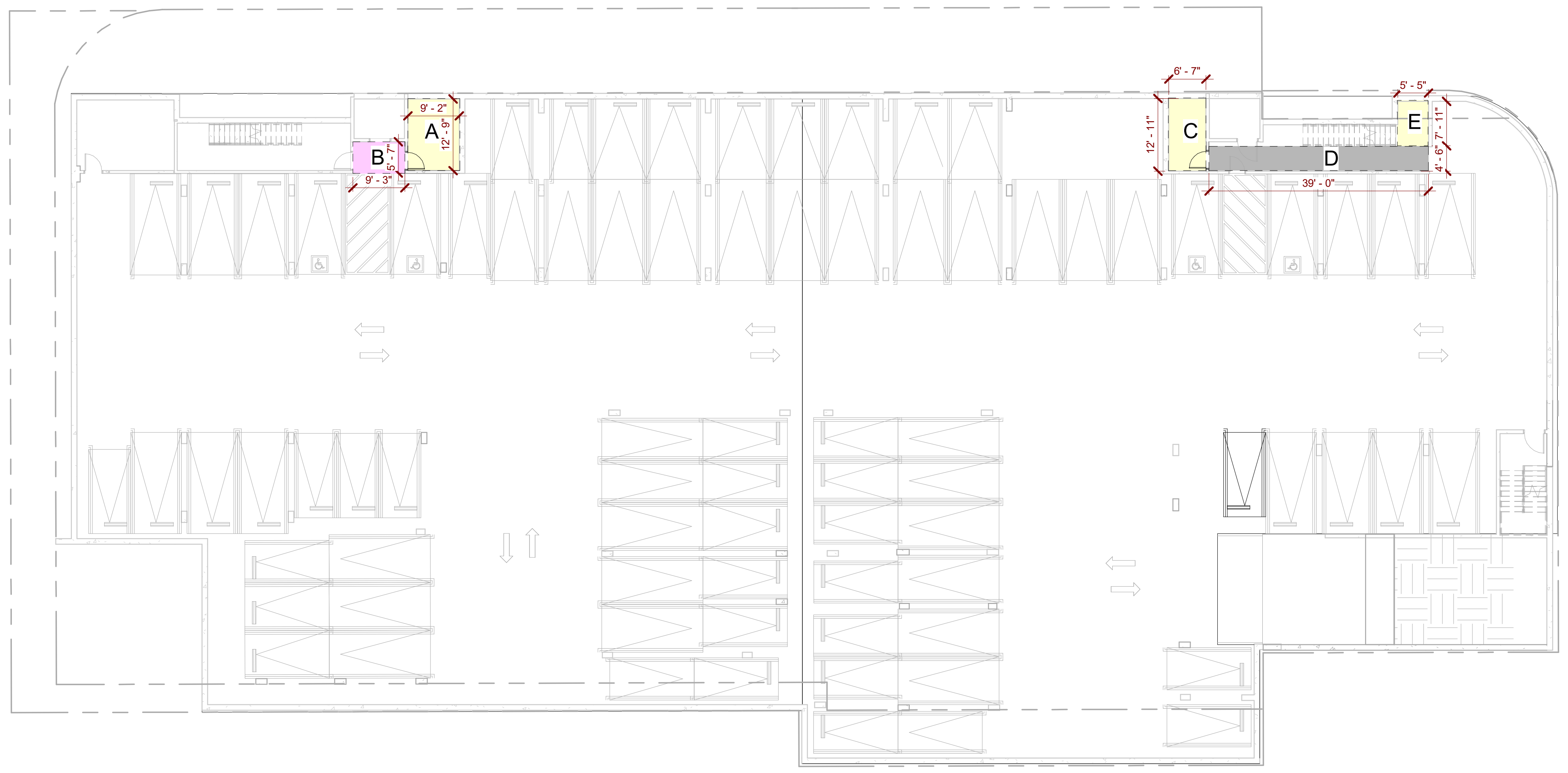
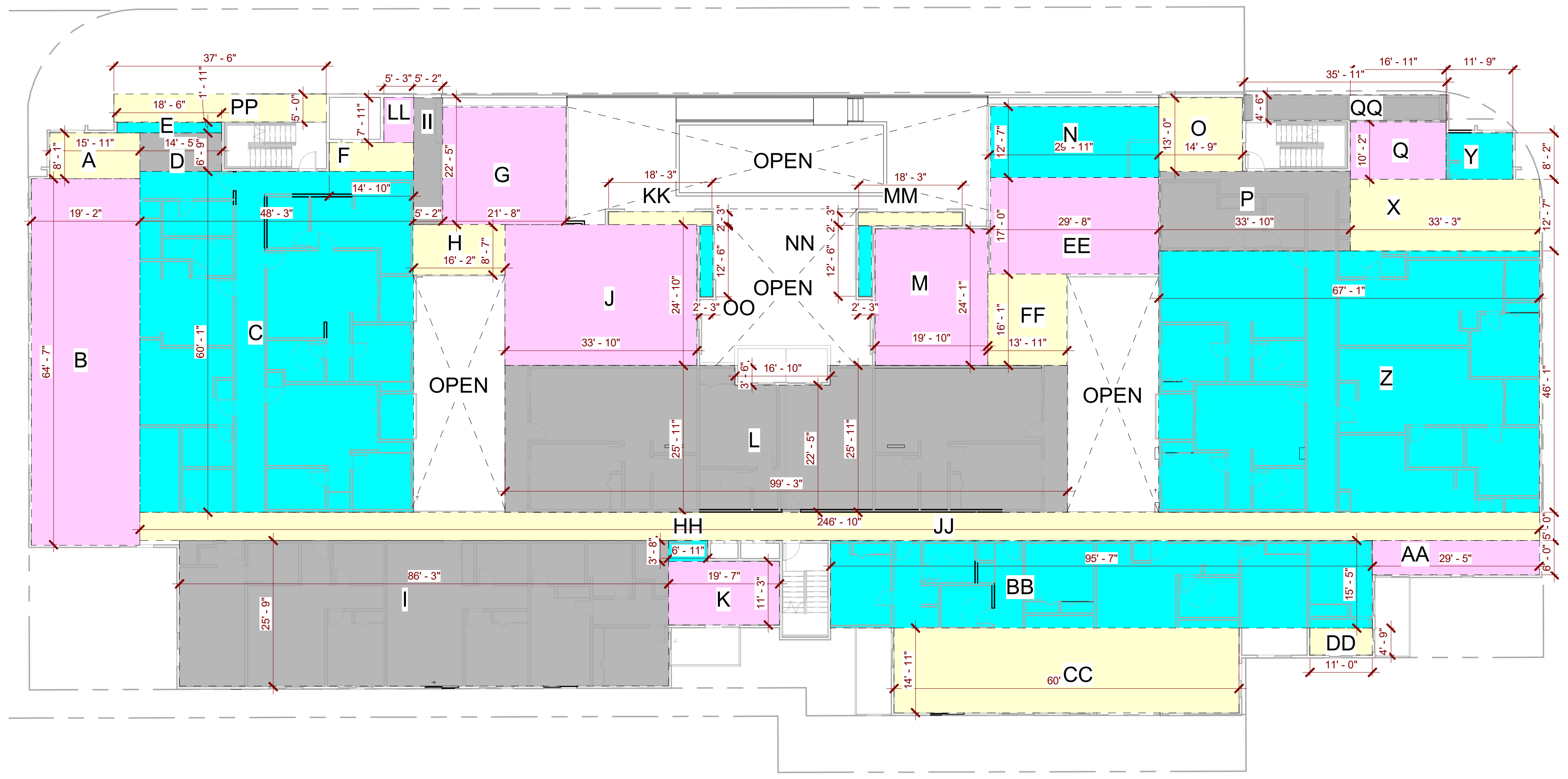
SHEET NO:
A3.12



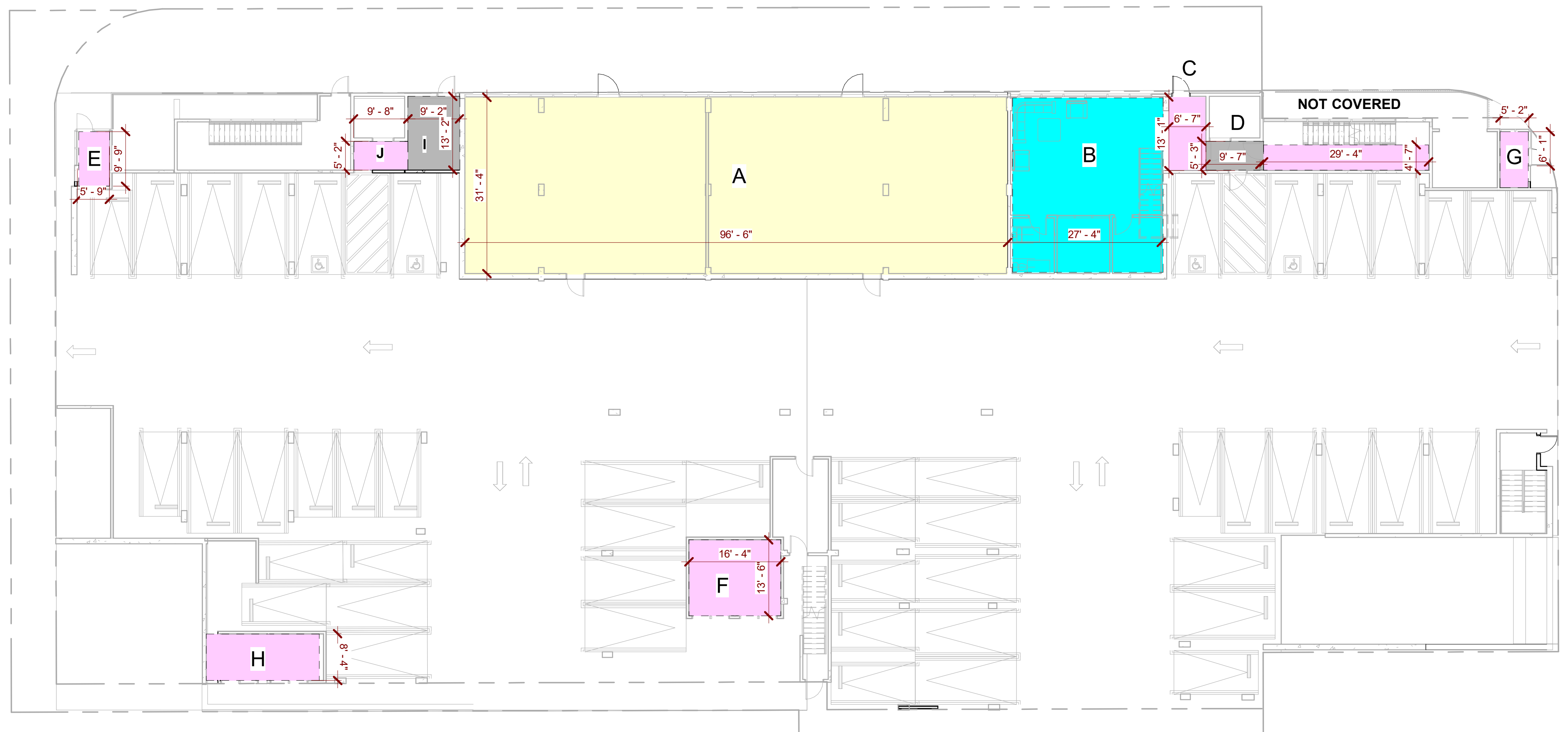
⑥ FAR-Basement Floor
3/64" = 1'-0"

BASEMENT			
AREA	W.	L.	S.F.
A	9.25'	5.58'	51.61
B	12.83	9.25'	118.67
C	6.66'	12.91	69.6
D	4.41	39'	171.99
E	8'	5.5'	44
TOTAL		455.57 S.F.	



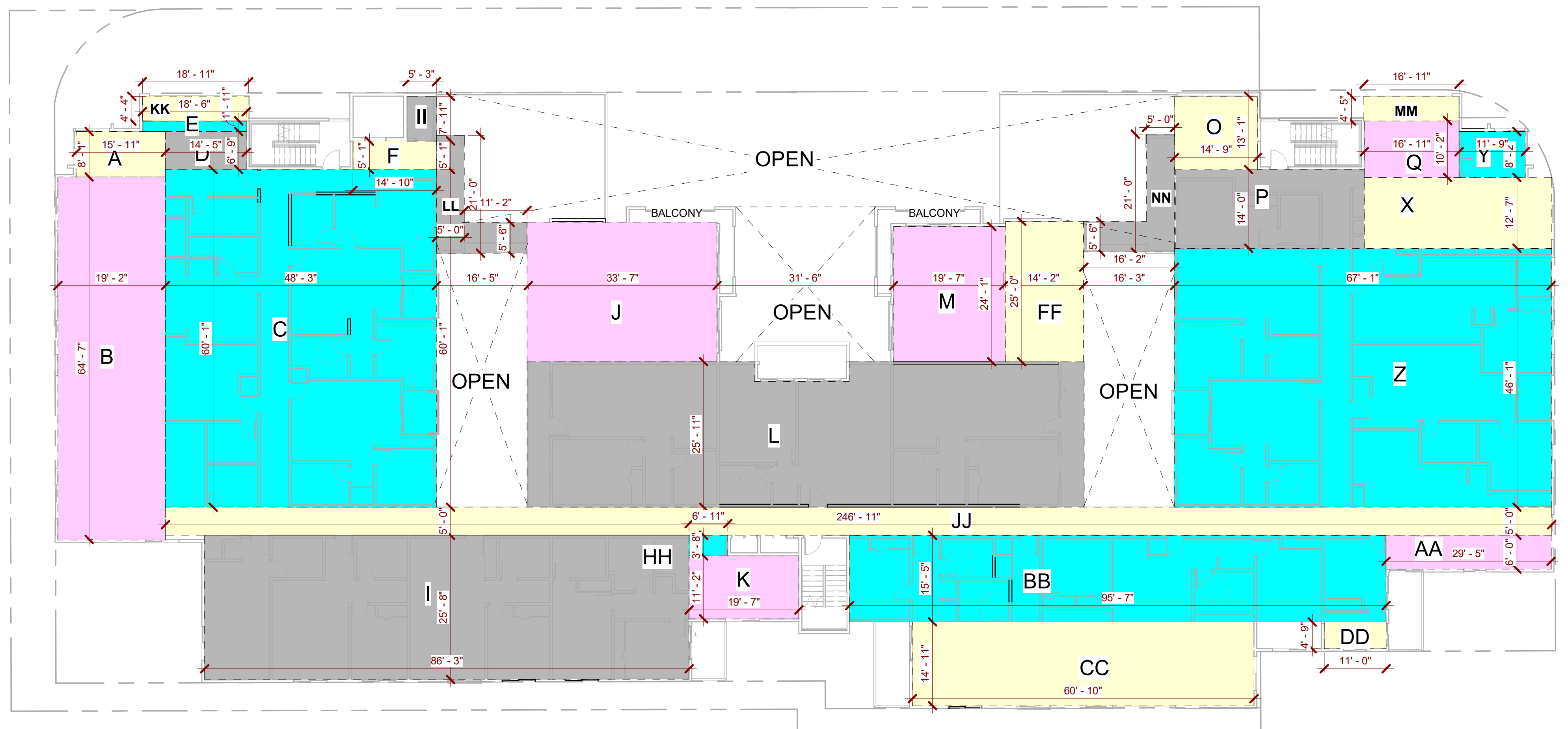
③ FAR-3rd Floor
3/64" = 1'-0"

3RD FLOOR			
AREA	W.	L.	S.F.
A	8.08'	15.9'	128.47
B	19.16'	64.58'	1,237.35
C	48'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G	22'	20.75'	456.5
H	9'	16.66'	149.94
I	25.75'	86.25'	2,220.93
J	24.83'	37.25'	924.91
K	19.58'	11.25'	220.27
L	25.91'	99.16'	2,569.2-58.9 (balcony) = 2510.3
M	24.08'	19.83'	477.50
N	12.58'	29.91'	376.26
O	13'	14.75'	191.75
P	14'	33.84'	473.76
Q	10.16'	16.91'	171.80
X	12.58'	33.25'	418.28
Y	8.16'	11.75'	95.88
Z	46.08'	67.08'	3091.04
AA	6'	29.4'	176.46
BB	15.41'	95.58'	1,472.88
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE	17.08	29.66'	506.59
FF	13.91'	16.08'	223.67
HH	3.66'	6.91'	25.29
II	5.16'	22.41'	115.63
JJ	5'	246.91'	1,234.55
KK	2.25'	18.25'	41.06
LL	5.25'	8'	42
MM	2.25'	18.25'	41.06
NN	2.25'	12.5'	28.12
OO	2.25'	12.5'	28.12
PP	5'	37.5'	187.5
QQ	4.5'	37.91'	170.59
TOTAL		21,548.25	



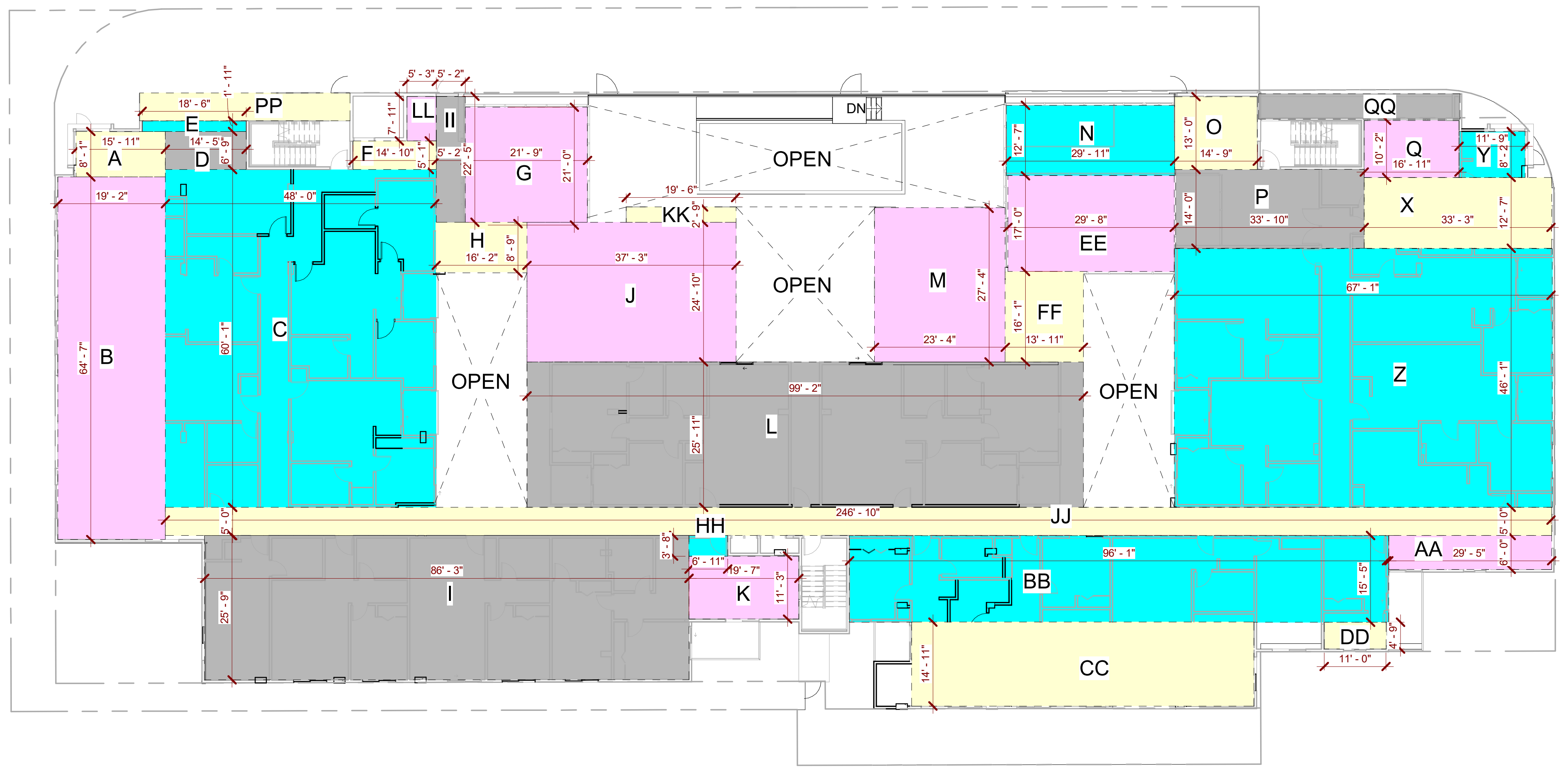
① FAR-1st Floor
3/64" = 1'-0"

1ST FLOOR			
AREA	W.	L.	S.F.
A	31.5'	94.75'	2,984.62
B	31.5'	29.08'	916.02
C	5.33'	13'	69.29'
D	9.58'	5.16'	49.43
E	9.75'	5.41'	49.43
F	16.33'	13.5'	220.455
G	5'	10'	50
H	8.13'	20.07'	163.17
I	9.25'	13.16'	121.73
J	5.16'	9.66'	49.84
TOTAL		1250.73 S.F.	



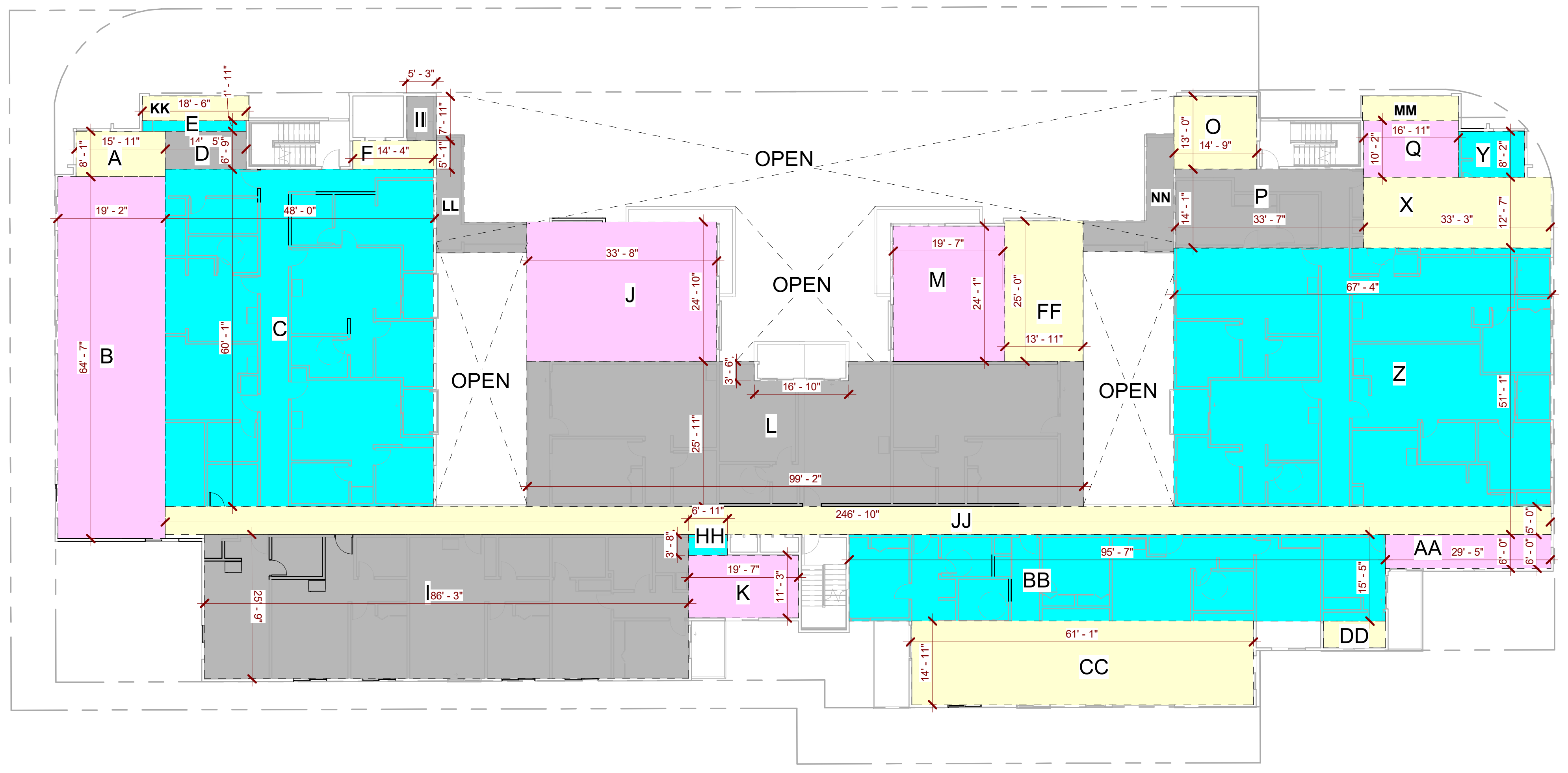
④ FAR-4th Floor
3/64" = 1'-0"

4TH FLOOR			
AREA	W.	L.	S.F.
A	8.08'	15.9'	128.47
B	19.16'	64.58'	1,237.35
C	48'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G			
H			
I	25.75'	86.25'	2,220.93
J	24.83'	37.25'	924.91
K	19.58'	11.25'	220.27
L	25.91'	99.16'	2,569.2-58.9 (balcony) = 2510.3
M	24.08'	19.83'	477.50
N			
O	13'	14.75'	191.75
P	14'	33.84'	473.76
Q	10.16'	16.91'	171.80
X	12.58'	33.25'	418.28
Y	8.16'	11.75'	95.88
Z	46.08'	67.08'	3091.04
AA	6'	29.41'	176.46
BB	15.41'	96.08'	1,472.88
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE			
FF	13.91'	16.08'	223.67
HH	3.66'	6.91'	25.29
II	5.16'	8'	41.28
JJ	5'	246.91'	1,234.55
KK	4.33'	18.91'	81.88
LL	32.16'	10.5'	337.68
MM	4.33'	16.91'	73.22
NN	32.16'	10.5'	337.68
OO			
TOTAL		20,217.71	



② FAR-2nd Floor
3/64" = 1'-0"

2ND FLOOR			
AREA	W.	L.	S.F.
A	8.08'	15.9'	128.47
B	19.16'	64.58'	1,237.35
C	48'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G	22'	20.75'	456.5
H	9'	16.66'	149.94
I	25.75'	86.25'	2,220.93
J	24.58'	37.25'	915.6
K	19.58'	11.25'	220.27
L	25.91'	99.16'	2,569.23
M	23.33'	27.33'	637.60
N	12.58'	29.91'	376.26
O	13'	14.75'	191.75
P	14'	33.84'	473.76
Q	10.16'	16.91'	171.80
X	12.58'	33.25'	418.28
Y	8.16'	11.75'	95.88
Z	46.08'	67.08'	3091.04
AA	6'	29.4'	176.41
BB	15.41'	96.08'	1,480.59
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE	17.08	29.66'	506.59
FF	13.91'	16.08'	223.67
HH	3.66'	6.91'	25.29
II	5.16'	22.41'	115.63
JJ	5'	246.91'	1,234.55
KK	2.75'	19.5'	23.62
LL	5.25'	8'	42
PP	5'	37.5'	187.5
QQ	4.5'	37.91'	170.59
TOTAL		21,621.9	



⑤ FAR-5th Floor
3/64" = 1'-0"

5TH FLOOR			
AREA	W.	L.	S.F.
A	8.08'	15.9'	128.47
B	19.16'	64.58'	1,237.35
C	48'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G			
H			
I	25.75'	86.25'	2,220.93
J	24.83'	37.25'	924.91
K	19.58'	11.25'	220.27
L	25.91'	99.16'	2,569.2-58.9 (balcony) = 2510.3
M	24.08'	19.83'	477.50
N			
O	13'	14.75'	191.75
P	14'	33.84'	473.76
Q	10.16'	16.91'	171.80
X	12.58'	33.25'	418.28
Y	8.16'	11.75'	95.88
Z	46.08'	67.08'	3091.04
AA	6'	29.41'	176.46
BB	15.41'	95.58'	1,480.5
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE			
FF	13.91'	16.08'	223.67
HH	3.66'	6.91'	25.29
II	5.16'	8'	41.28
JJ	5'	246.91'	1,234.55
KK	4.33'	18.91'	81.88
LL	32.16'	10.5'	337.68
MM	4.33'	16.91'	73.22
NN	32.16'	10.5'	337.68
OO			
TOTAL		20,217.71	

MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

SHEET TITLE: FAR CALCULATION

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

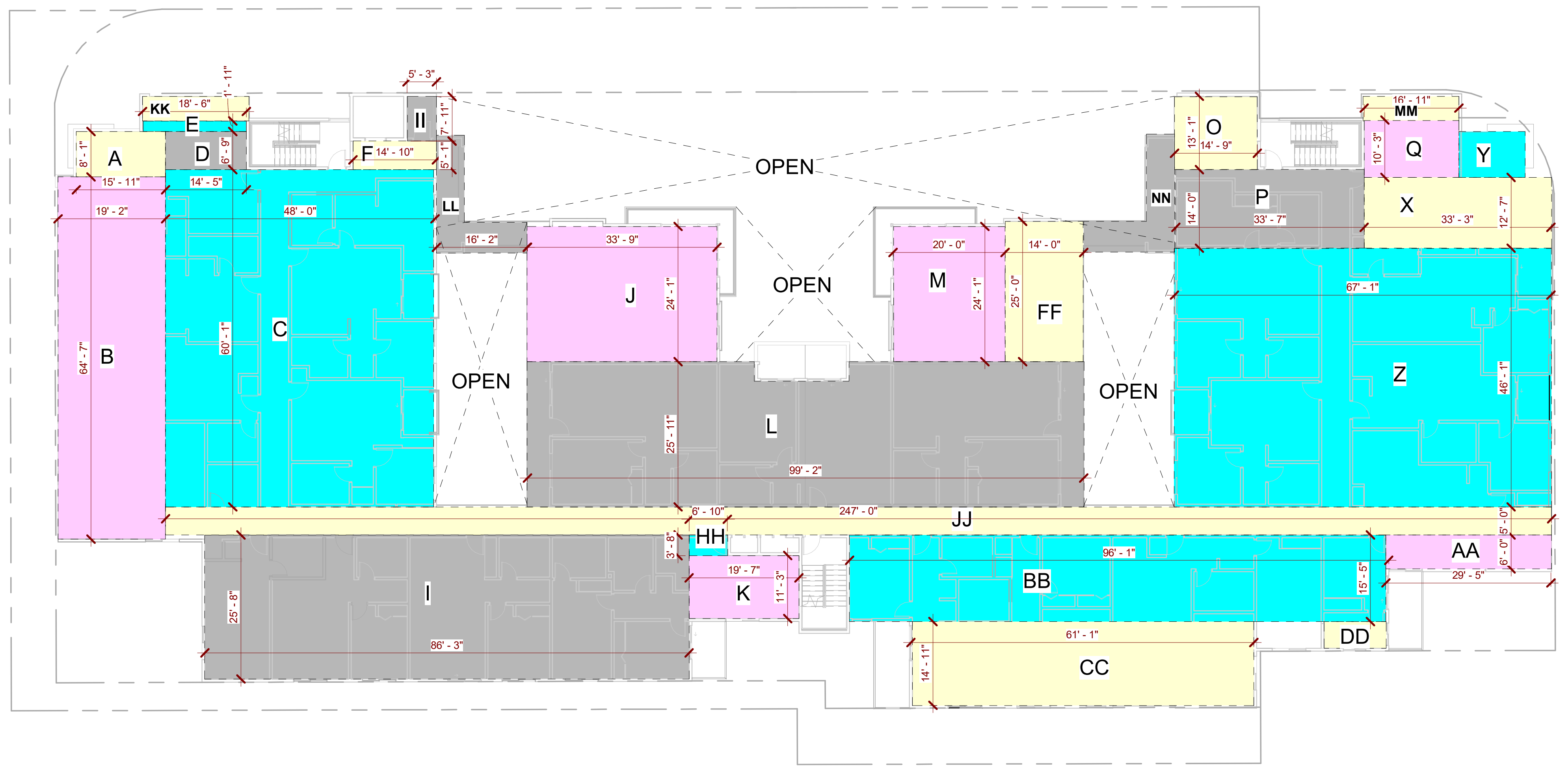
PROJECT NO:
`

DATE:
10/31/2023 1:05:25 PM

DRAWN BY:
Author

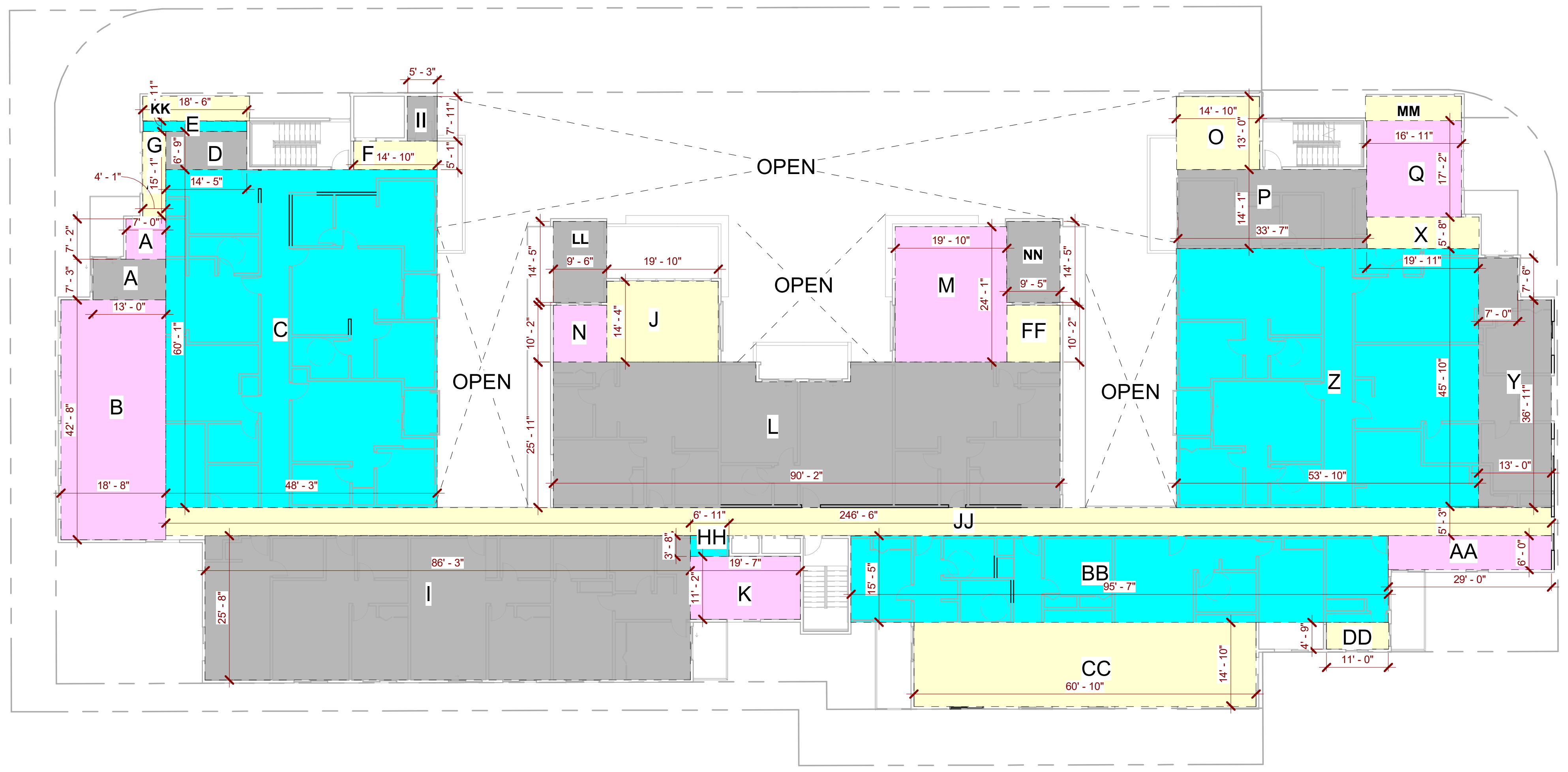
APROVED BY:
Approver

SHEET NO:
A3.13



2 FAR-6th Floor
3/64" = 1'-0"

6TH FLOOR			
AREA	W.	L.	S.F.
A	8.08'	15.9'	128.47
B	19.16'	64.58'	1,237.35
C	48'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G			
H			
I	25.75'	86.25'	2,220.93
J	24.83'	37.25'	924.91
K	19.58'	11.25'	220.27
L	25.91'	99.16'	2,569.2-58.9 (balcony) = 2510.3
M	24.08'	19.83'	477.50
N			
O	13'	14.75'	191.75
P	14'	33.84'	473.76
Q	10.16'	16.91'	171.80
X	12.58'	33.25'	418.28
Y	8.16'	11.75'	95.88
Z	46.08'	67.08'	3091.04
AA	6'	29.41	176.46
BB	15.41'	95.58'	1,472.88
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE			
FF	13.91'	16.08'	223.67
HH	3.66'	6.91'	25.29
II	5.16'	8'	41.28
JJ	5'	246.91'	1,234.55
KK	4.33'	18.91'	81.88
LL	32.16'	10.5'	337.68
MM	4.33'	16.91'	73.22
NN	32.16'	10.5'	337.68
OO			
TOTAL		20,217.71	



7TH FLOOR			
AREA	W.	L.	S.F.
A	7'	7.16'	50.12
A	7.25'	13'	94.25
B	42.66'	18.66'	796.03
C	48.25'	60.08'	2,883.84
D	6.75'	14.41'	97.26
E	18.5'	1.9'	35.15
F	5.08'	14.83'	75.33
G	4.08'	15.08'	61.52
H			
I	25.75'	86.25'	2,220.93
J	19.83'	14.33'	284.16
K	19.58'	11.25'	220.27
L	25.91'	90.16'	2,569.2-58.9 (balcony) = 2510.3
M	19.83'	24.08'	477.5
N	10.16'	9.5'	96.52
O	13'	14.75'	191.75
P	14.08'	33.58'	472.8
Q	17.16'	16.91'	290.17
X	19.91'	5.66'	112.69
Y	37'	13'	481
Y	7'	7.5'	52.5
Z	45.83'	53.83'	2467.02
AA	6'	29.4'	176.46
BB	15.41'	95.58'	1,472.88
CC	14.91'	60.83'	906.97
DD	4.75'	11'	52.25
EE			
FF	10.16'	9.41'	347.75
HH	3.66'	6.91'	25.29
II	5.16'	8.0'	41.28
JJ	5'	246.91'	1,234.55
KK	4.33'	18.91'	81.88
LL	9.41'	14.41'	135.5
MM	4.33'	16.91'	73.22
NN	9.41'	14.41'	135.5
TOTAL		18,352.46	

1 FAR-7th Floor
3/64" = 1'-0"

TOTAL FAR AREA CALCULATION= 455.57 S.F.+1,250.73 S.F.+21,621.9 S.F.+21,584.25 S.F.+20217.71 S.F.+20217.71 S.F.+20217.71 S.F. +18352.46 S.F.=123,918.04 S.F.

MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
2	
3	

SHEET TITLE: FAR CALCULATION

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:

DATE:
10/31/2023 1:05:29 PM

DRAWN BY:
Author

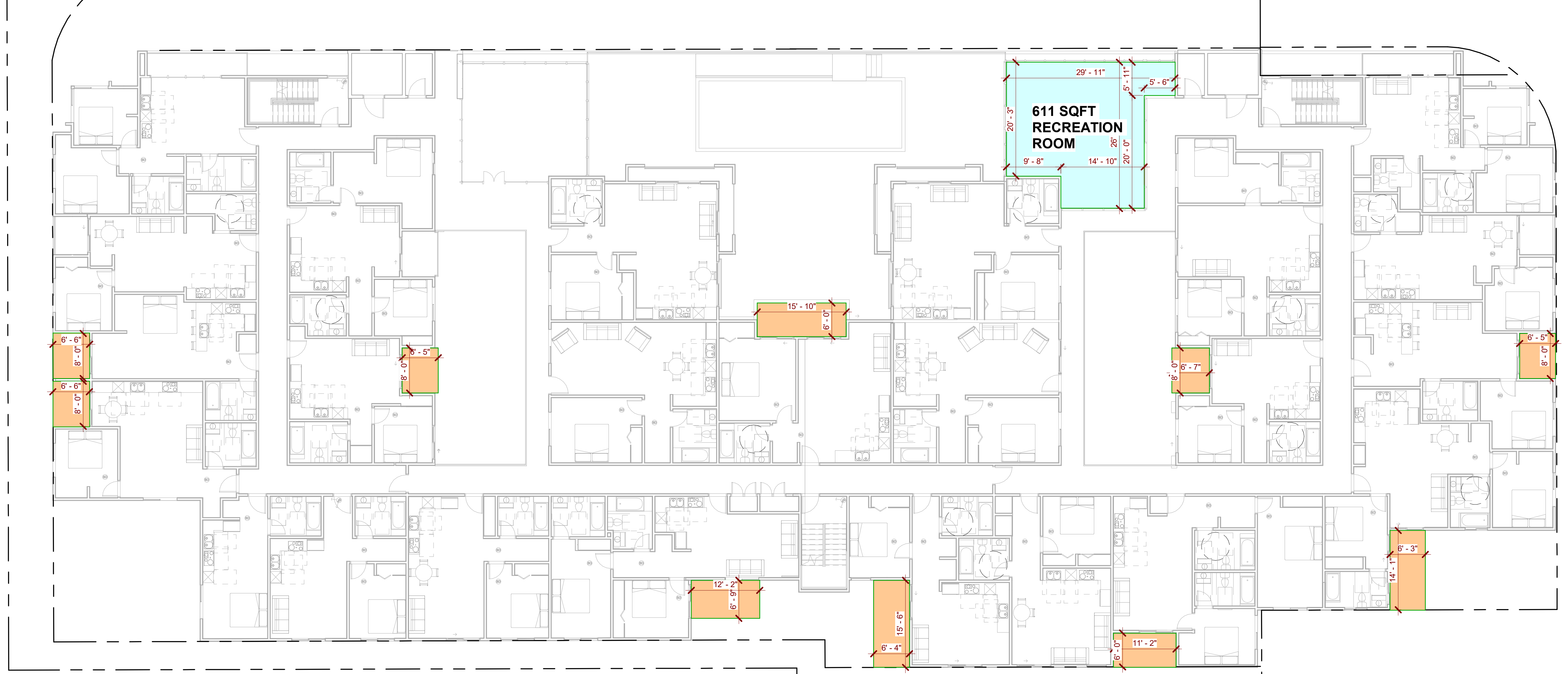
APROVED BY:
Approver

SHEET NO:

A3.14

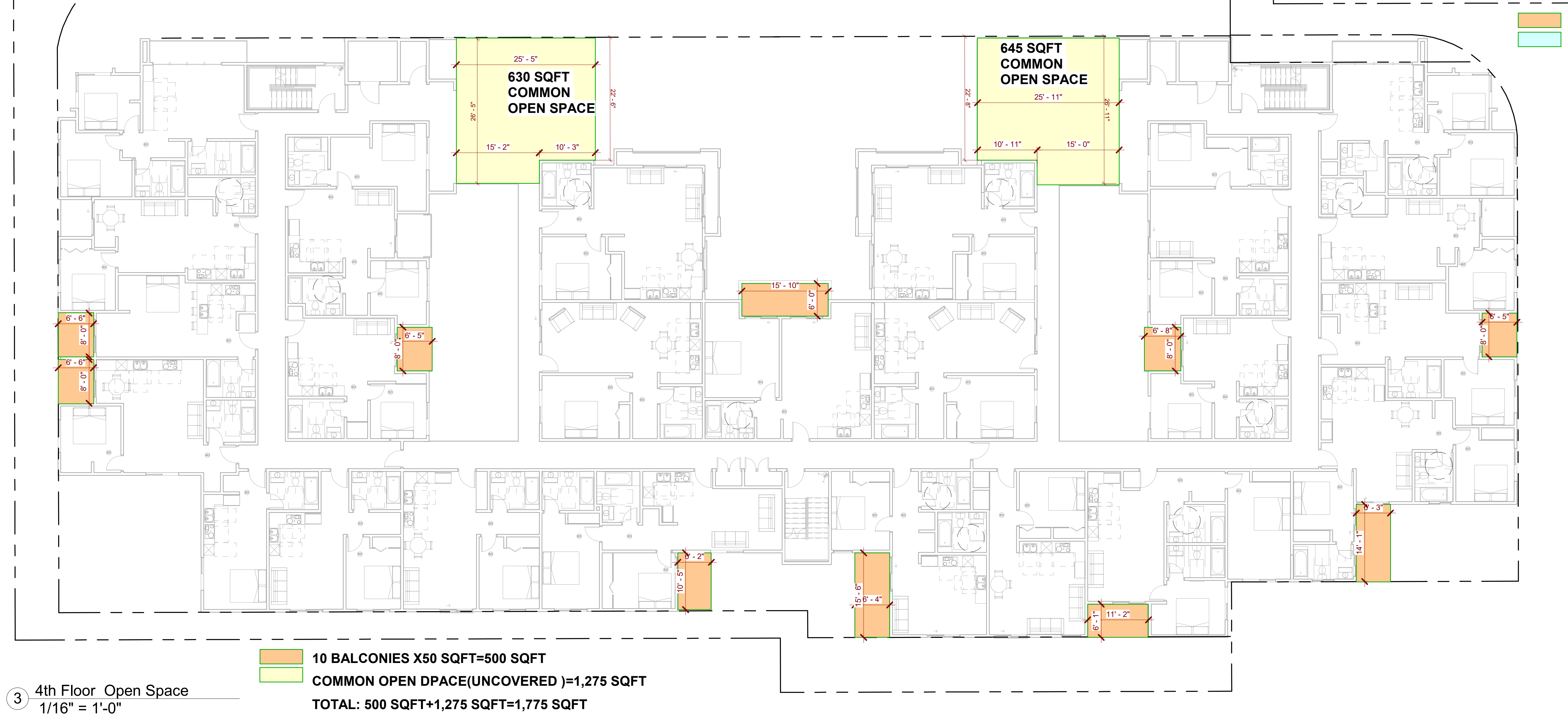
① 2nd Floor Open Space
1/16" = 1'-0"

🟧	11 BALCONIES X50 SQFT=550 SQFT
🟦	GYM&POOL HOUSE(COVERED)=2,225 SQFT
🟨	COMMON OPEN SPACE(UNCOVERED)=3,374 SQFT
	TOTAL: 550 SQFT+2,225 SQFT+3,374SQFT=6,149 SQFT



🟧	10 BALCONIES X50 SQFT=500 SQFT
🟦	RECREATION ROOM (COVERED)=611 SQFT
	TOTAL: 500 SQFT+611 SQFT=1,111 SQFT

② 3rd Floor Opon Space
1/16" = 1'-0"



🟧	10 BALCONIES X50 SQFT=500 SQFT
🟨	COMMON OPEN DPACE(UNCOVERED)=1,275 SQFT
	TOTAL: 500 SQFT+1,275 SQFT=1,775 SQFT

③ 4th Floor Open Space
1/16" = 1'-0"

MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
2	
3	

SHEET TITLE: OPEN SPACE DIAGRAM

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161   Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:

DATE:
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Author

APROVED BY:
Approver

SHEET NO:
A3.15

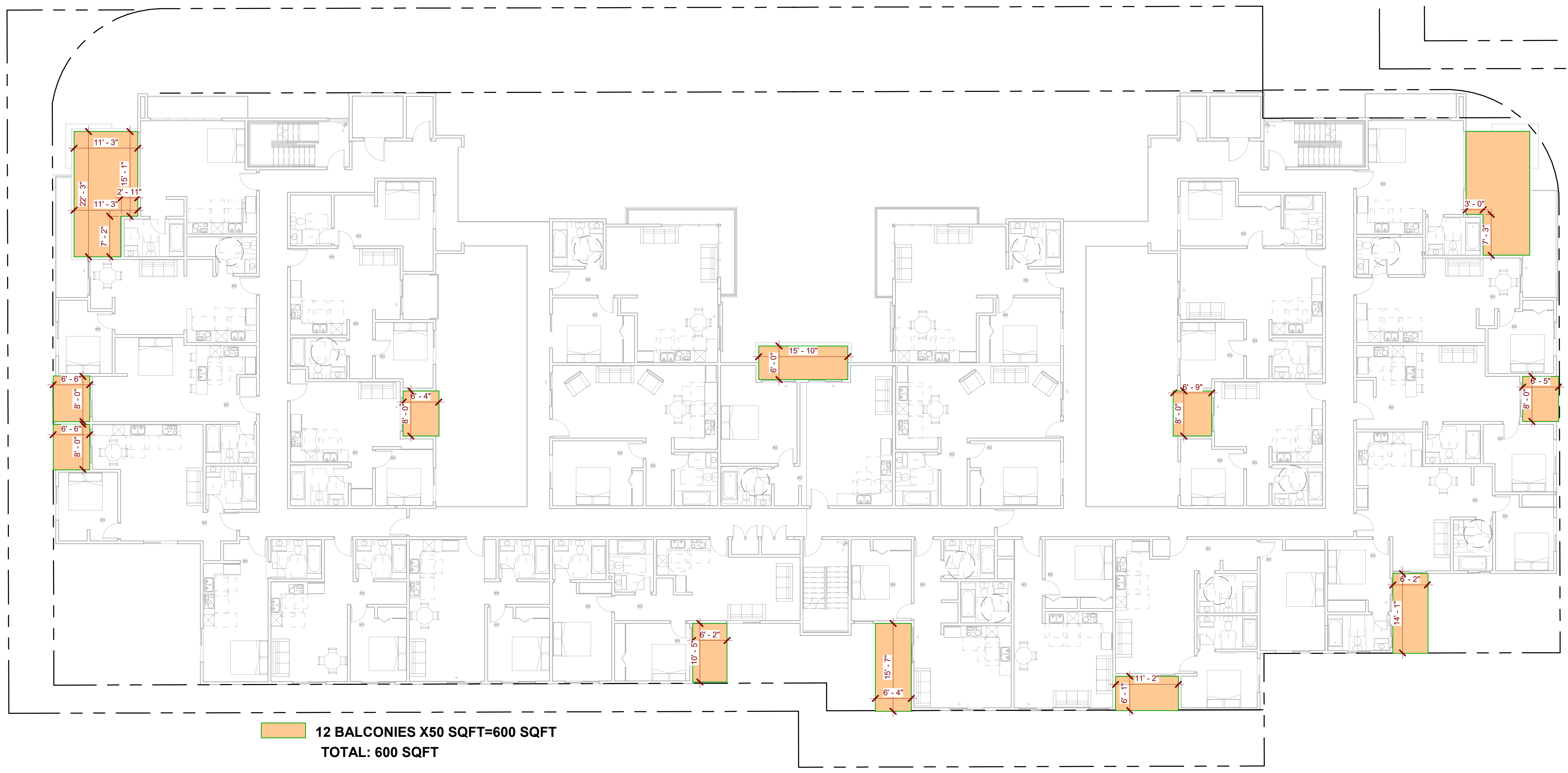
🟧 10 BALCONIES X50 SQFT=500 SQFT

TOTAL: 500 SQFT

① 5th Floor Open Space
1/16" = 1'-0"

🟧 14 BALCONIES X50 SQFT=700 SQFT

③ 7th Floor Open Space
1/16" = 1'-0"



🟧 12 BALCONIES X50 SQFT=600 SQFT

TOTAL: 600 SQFT

② 6th Floor Open Space
1/16" = 1'-0"

MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
2	
3	

SHEET TITLE: OPEN SPACE DIAGRAM

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
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FARZIN MALY
NO. C-33731
05-31-23
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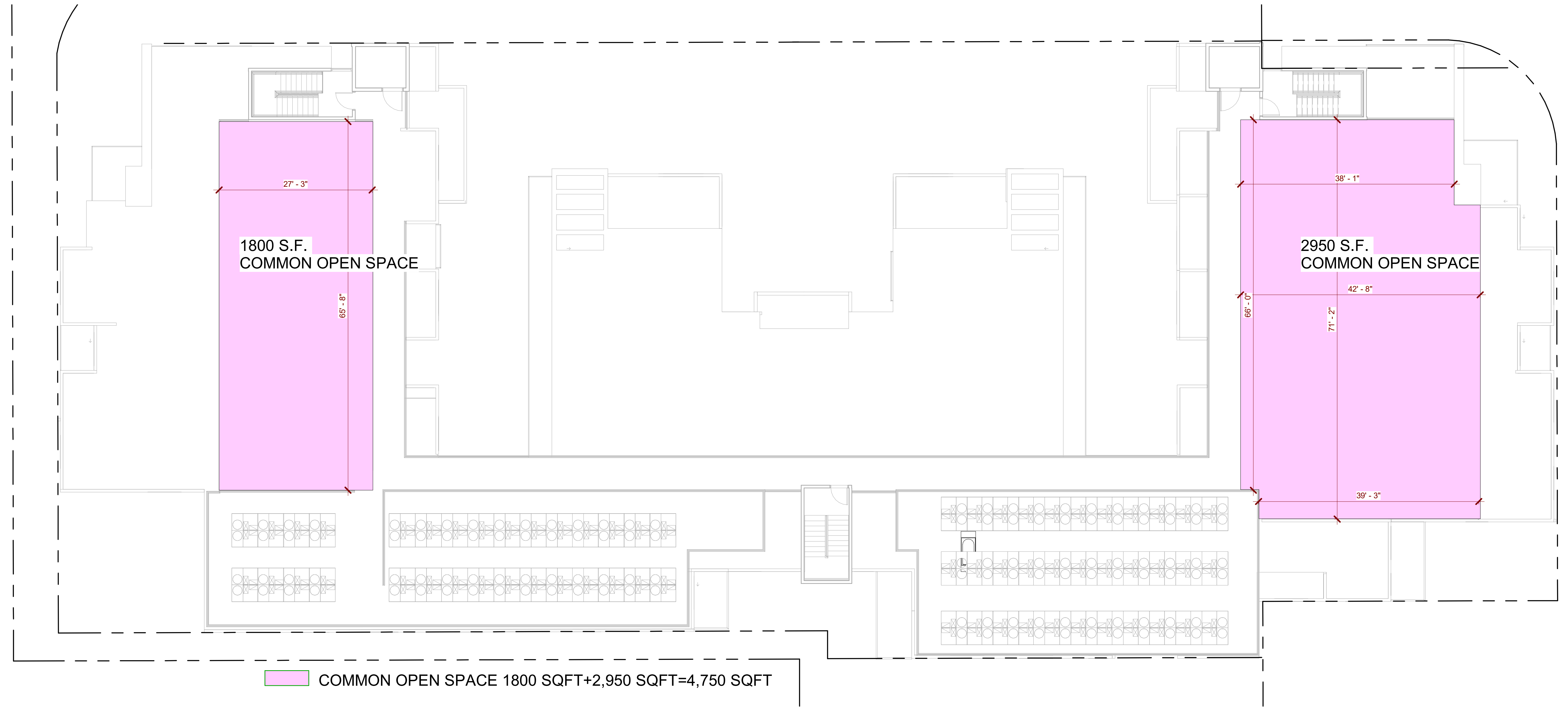
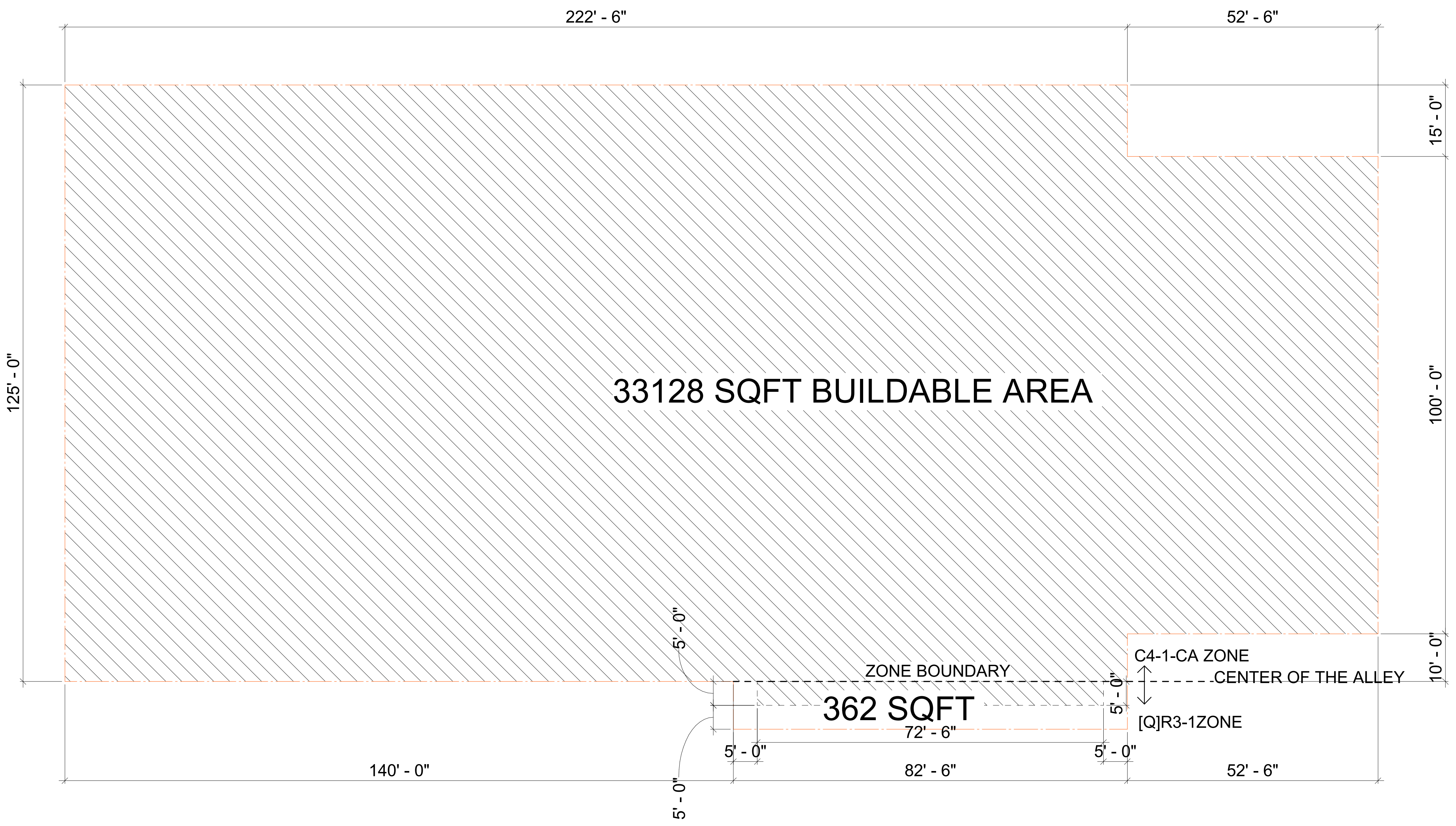
SHEET NO:

A3.16



① Roof Plan Open Space
1/16" = 1'-0"



② BUILDABLE AREA CALCULATION
1" = 20'-0"

MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

SHEET TITLE: OPEN SPACE DIAGRAM & BUILDABLE AREA

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
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DATE:
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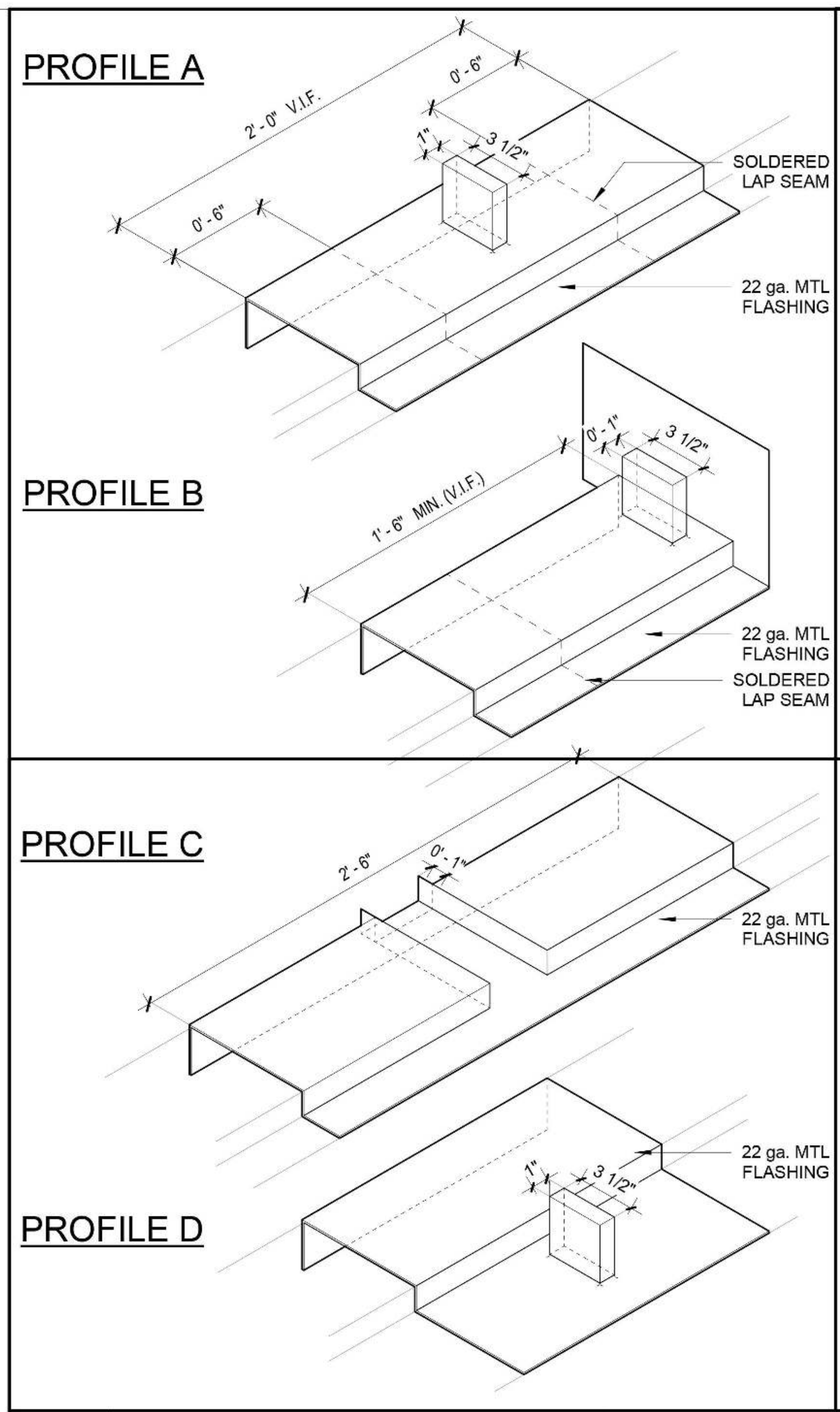
Approver

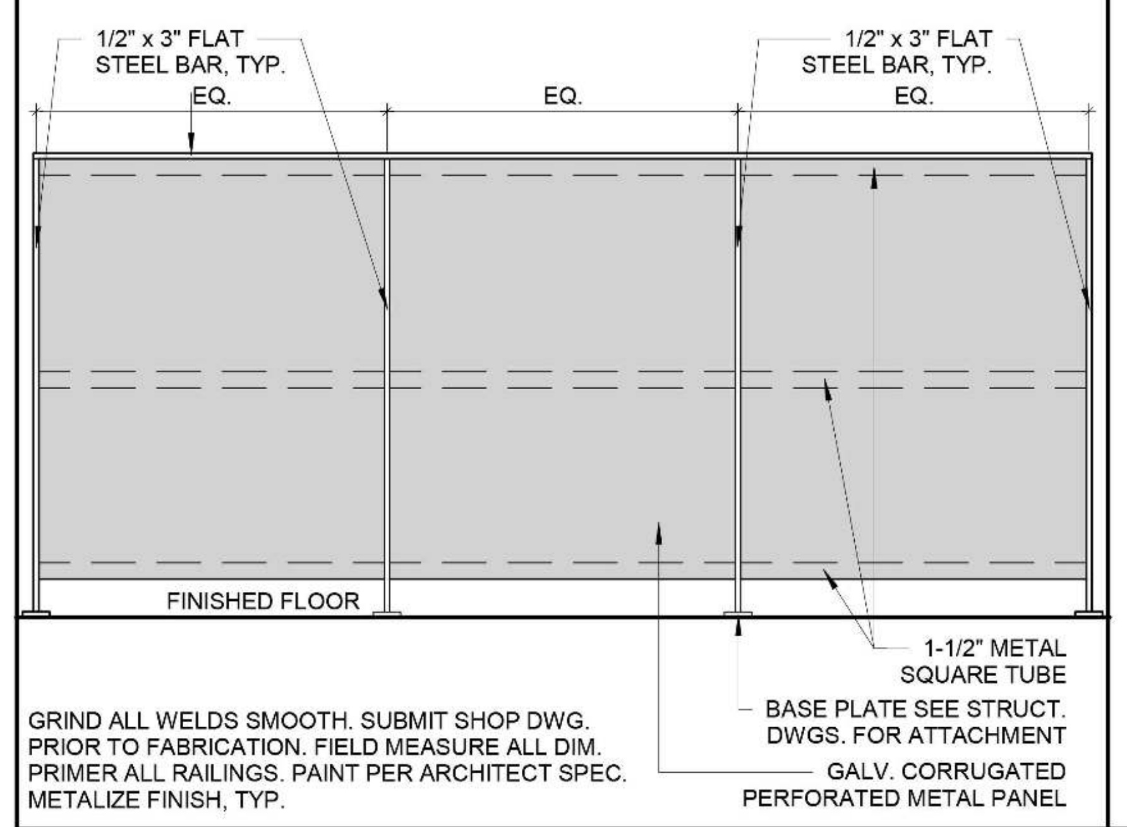
SHEET NO:
A3.17



9 METAL FLASHING PROFILES

FIRE RATING

1 1/2" = 1'-0"

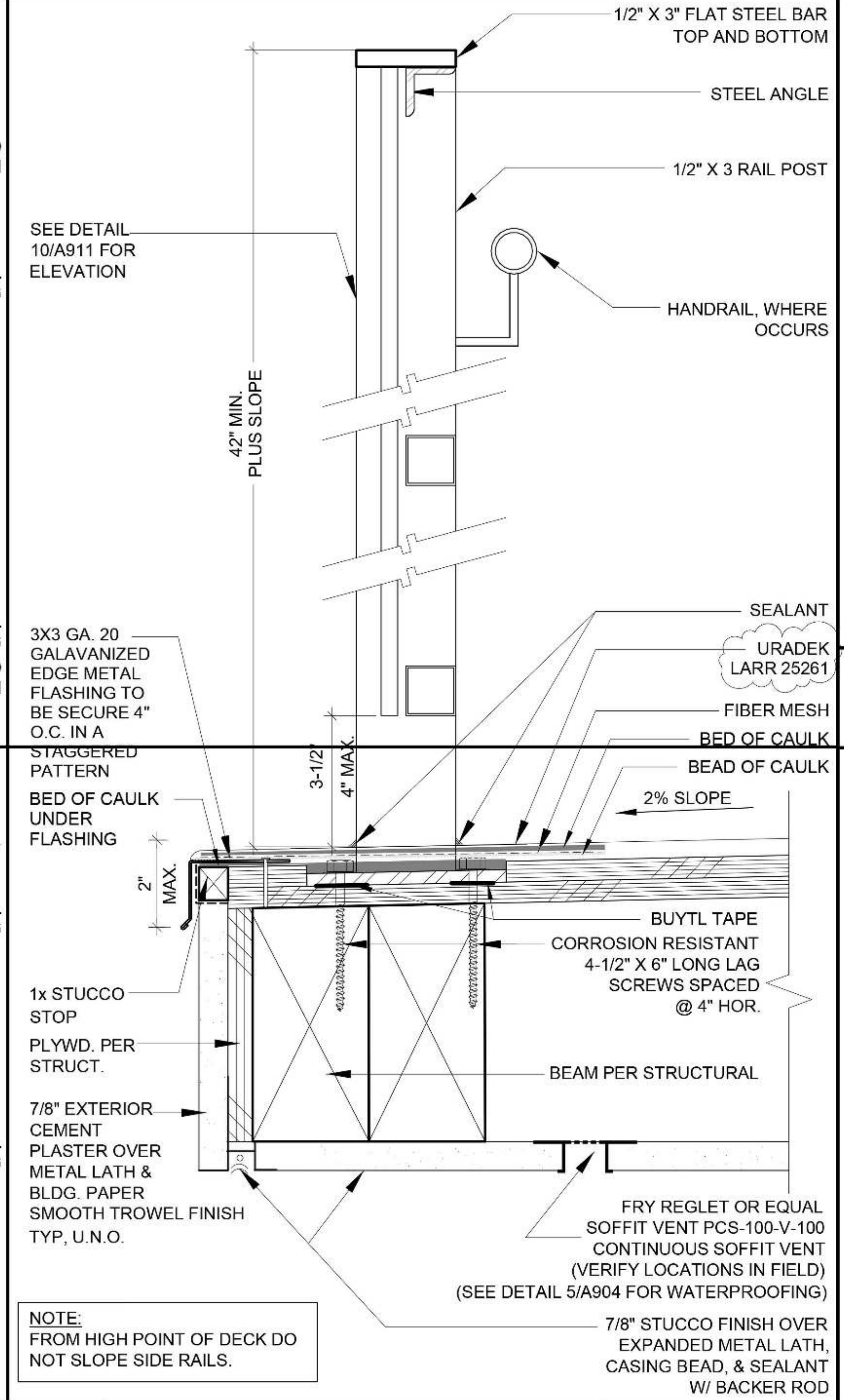


GRIND ALL WELDS SMOOTH. SUBMIT SHOP DWG. PRIOR TO FABRICATION. FIELD MEASURE ALL DIM. PRIMER ALL RAILINGS. PAINT PER ARCHITECT SPEC. METALIZE FINISH, TYP.

8 42" HIGH VERTICAL PICKET GUARDRAIL

FIRE RATING

3/4" = 1'-0"

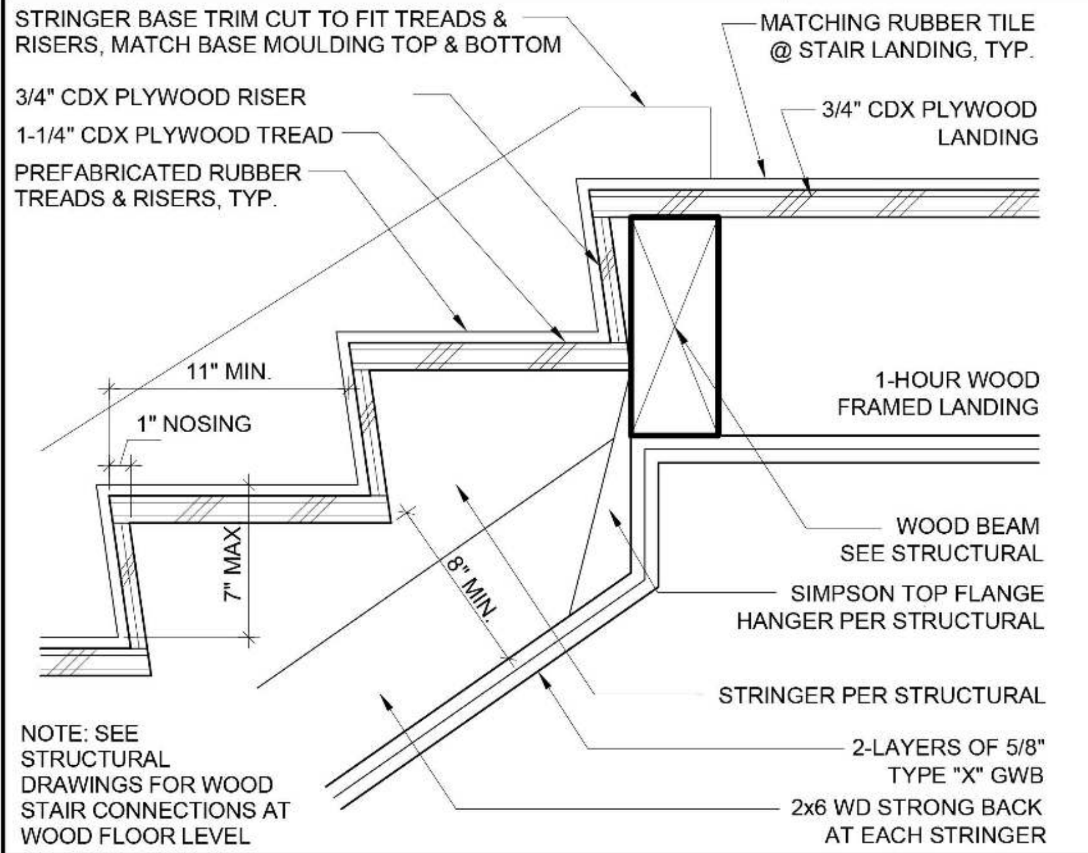


NOTE:
FROM HIGH POINT OF DECK DO NOT SLOPE SIDE RAILS.

7 GUARDRAIL AT STUCCO FINISH DECK

FIRE RATING

3" = 1'-0"

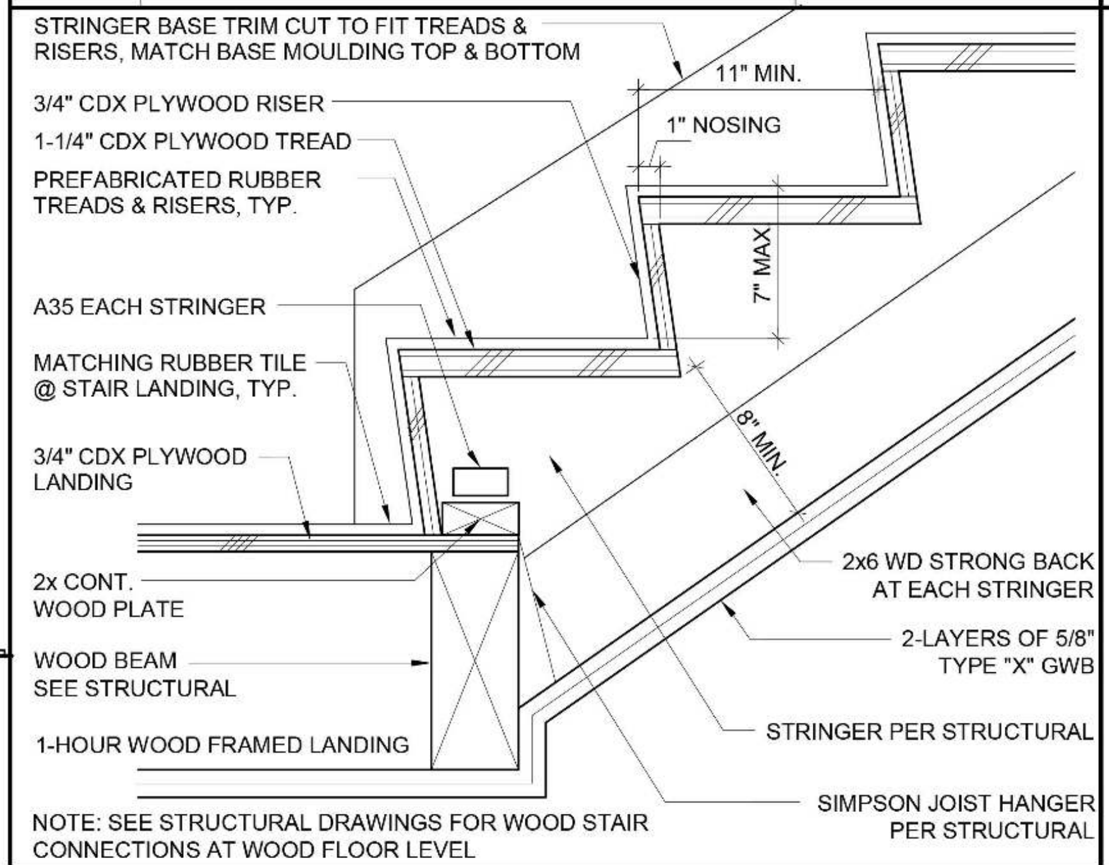


NOTE: SEE STRUCTURAL DRAWINGS FOR WOOD STAIR CONNECTIONS AT WOOD FLOOR LEVEL

6 ONE HOUR WOOD STAIR AT TOP LANDING

FIRE RATING

1 1/2" = 1'-0"



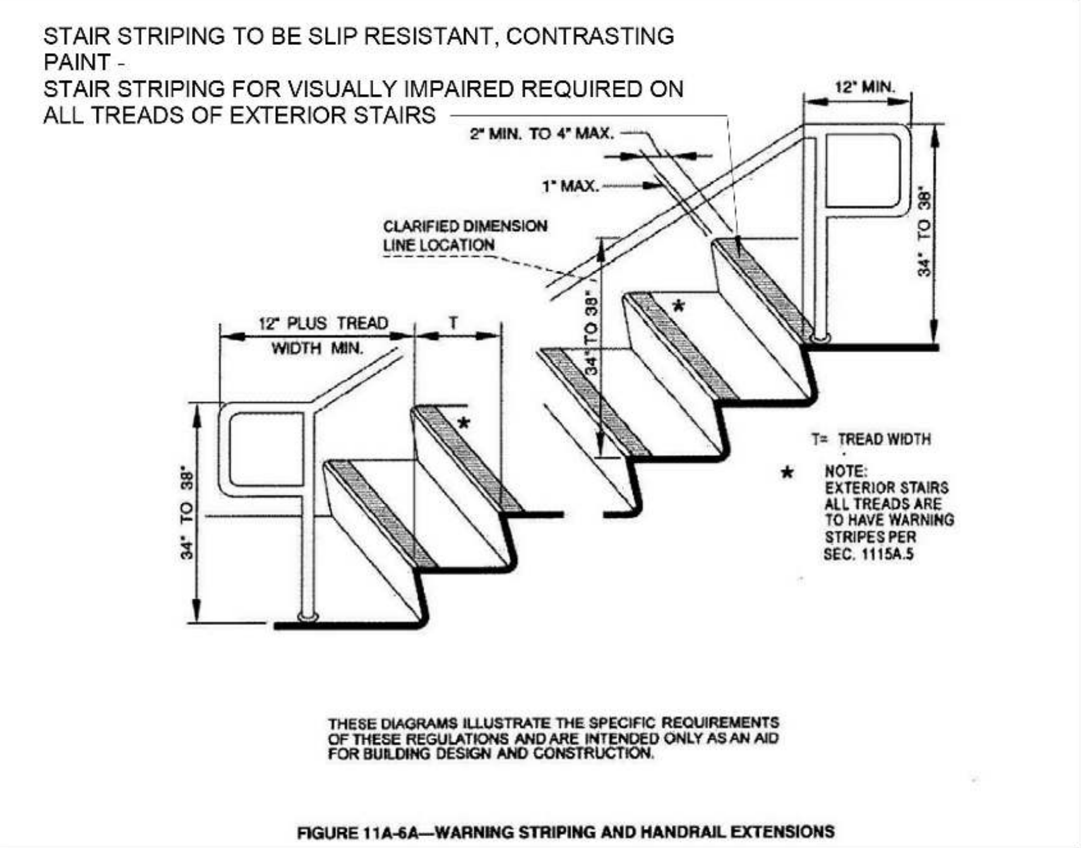
NOTE: SEE STRUCTURAL DRAWINGS FOR WOOD STAIR CONNECTIONS AT WOOD FLOOR LEVEL

5 ONE HOUR WOOD STAIR AT LANDING

FIRE RATING

1 1/2" = 1'-0"

STAIR STRIPING TO BE SLIP RESISTANT, CONTRASTING PAINT -
STAIR STRIPING FOR VISUALLY IMPAIRED REQUIRED ON ALL TREADS OF EXTERIOR STAIRS



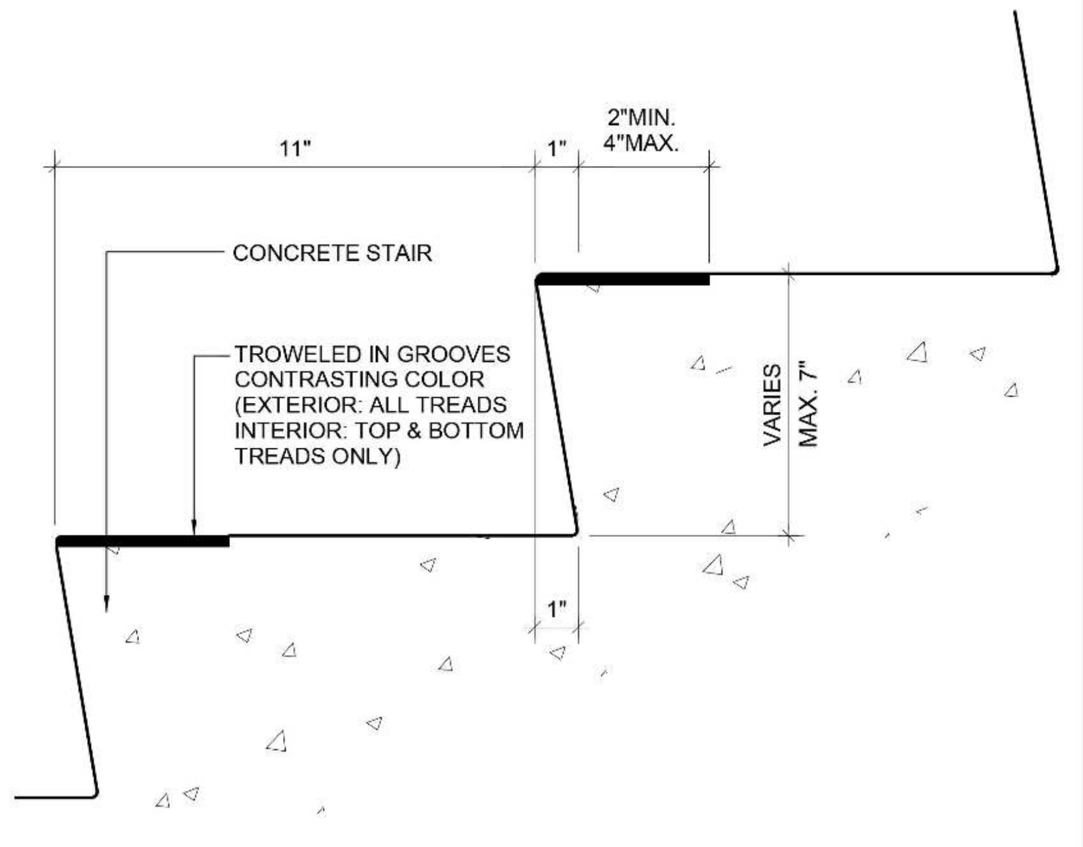
THESE DIAGRAMS ILLUSTRATE THE SPECIFIC REQUIREMENTS OF THESE REGULATIONS AND ARE INTENDED ONLY AS AN AID FOR BUILDING DESIGN AND CONSTRUCTION.

FIGURE 11A-6A—WARNING STRIPING AND HANDRAIL EXTENSIONS

4 TYPICAL STAIR STRIPPING

FIRE RATING

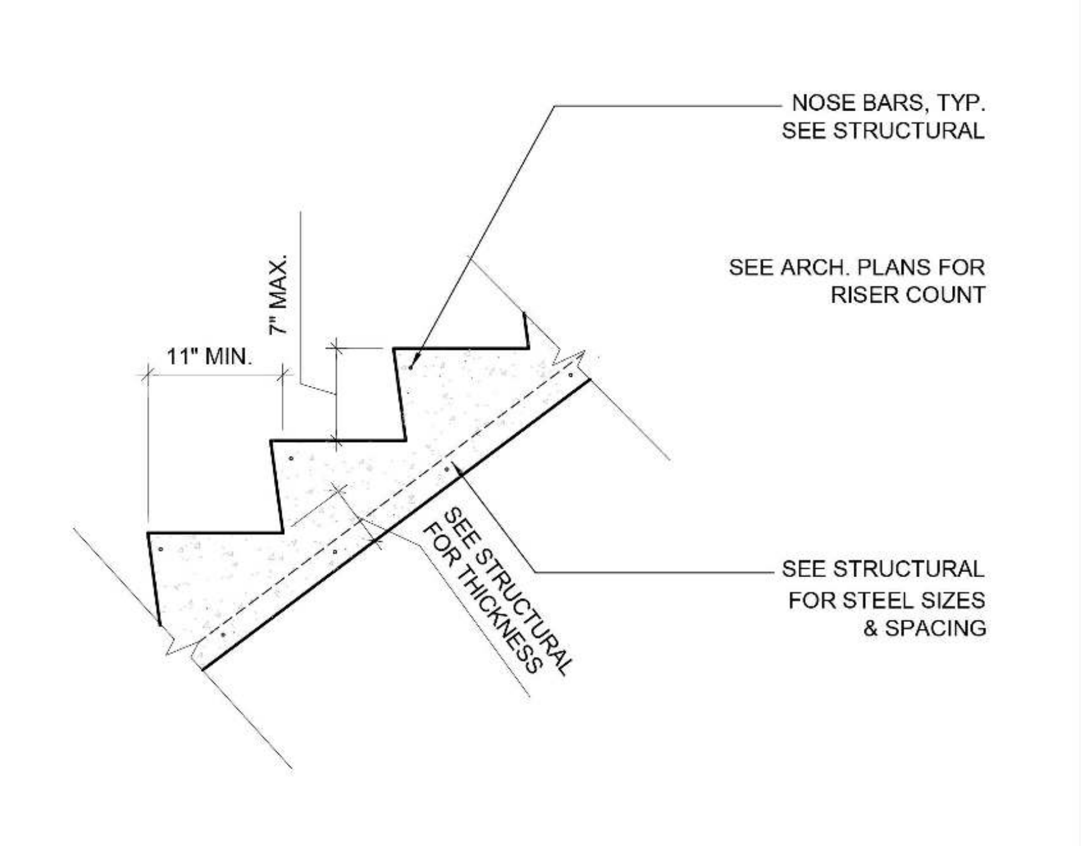
N.T.S.



3 NON-SLIP NOSING AT CONC. STAIR

FIRE RATING

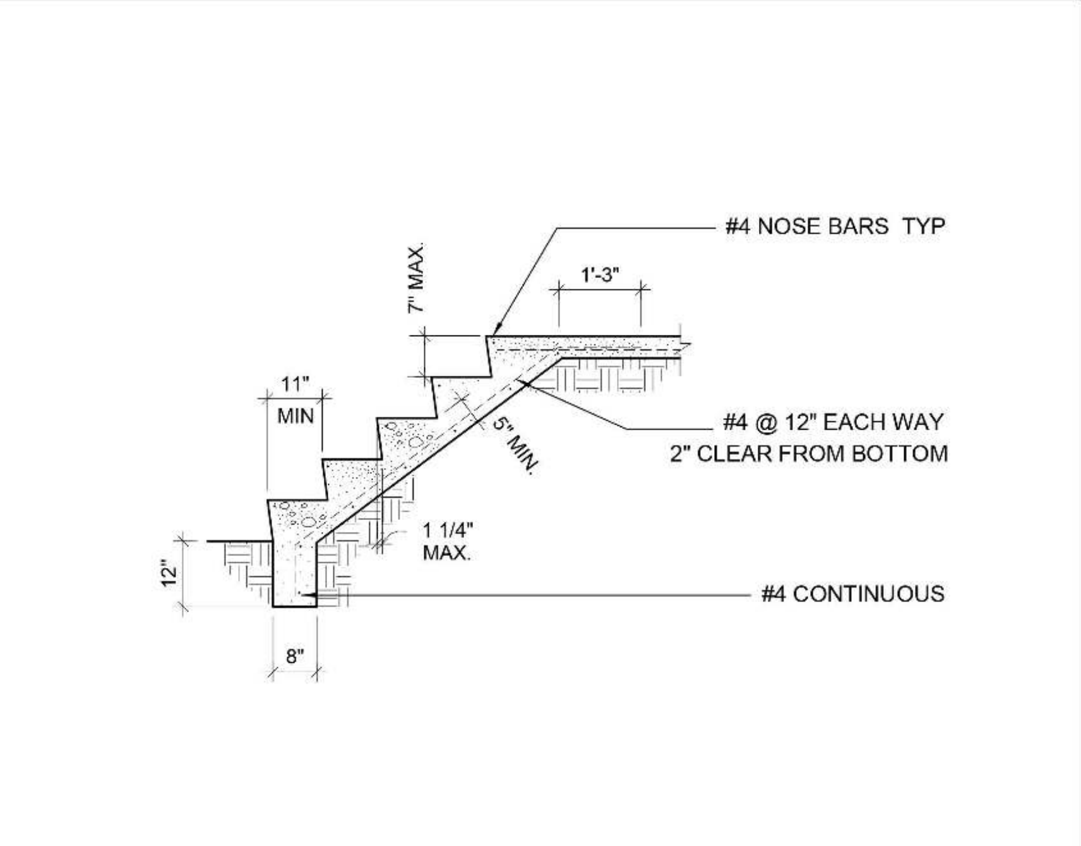
3" = 1'-0"



2 GENERIC CONCRETE STAIRS

FIRE RATING

N.T.S.



1 GENERIC CONCRETE STAIRS ON GRADE

FIRE RATING

N.T.S.

MALY ARCHITECTS INC.

REVISIONS		
NO.	DATE:	
1		
2		
3		

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: Stair Details

ARCHITECT:
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LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO: `

DATE:
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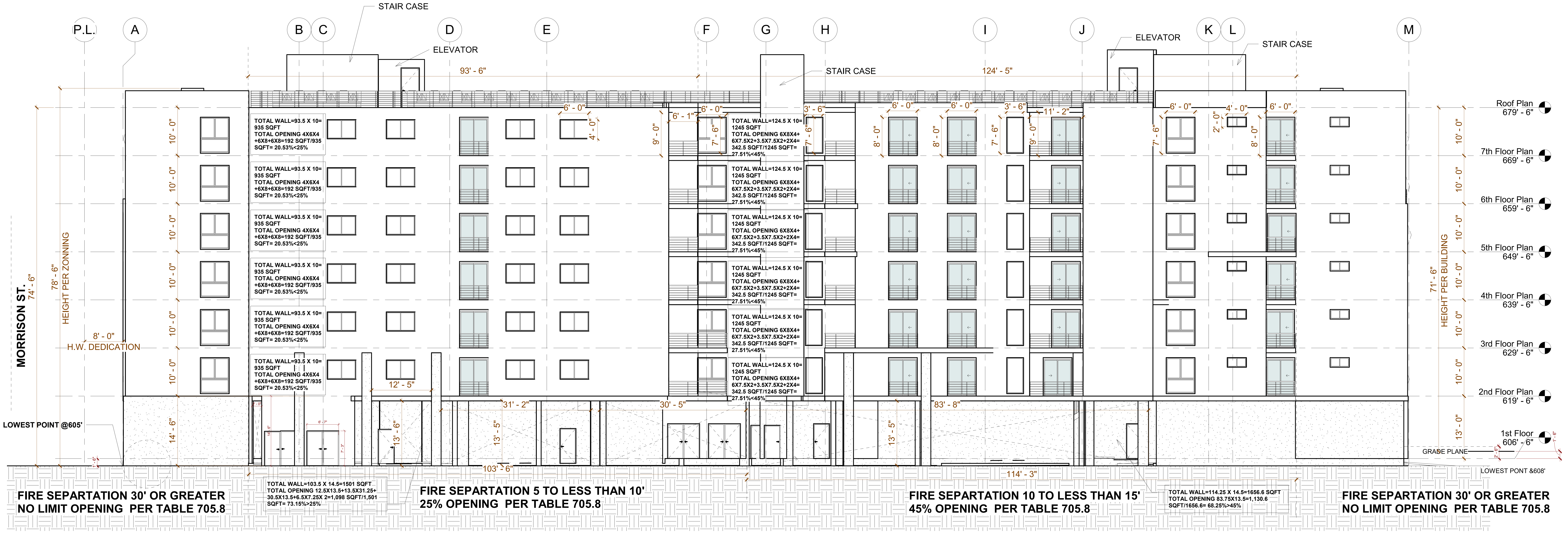
DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A3.18



TOTAL WALL=93.5 X 10= 935 SQFT
TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=93.5 X 10= 935 SQFT
TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=93.5 X 10= 935 SQFT
TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=93.5 X 10= 935 SQFT
TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=93.5 X 10= 935 SQFT
TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=93.5 X 10= 935 SQFT
TOTAL OPENING 4X6X4 +6X8+6X8=192 SQFT/935 SQFT= 20.53%<25%

TOTAL WALL=124.5 X 10= 1245 SQFT
TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

TOTAL WALL=124.5 X 10= 1245 SQFT
TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

TOTAL WALL=124.5 X 10= 1245 SQFT
TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

TOTAL WALL=124.5 X 10= 1245 SQFT
TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

TOTAL WALL=124.5 X 10= 1245 SQFT
TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

TOTAL WALL=124.5 X 10= 1245 SQFT
TOTAL OPENING 6X8X4+ 6X7.5X2+3.5X7.5X2+2X4= 342.5 SQFT/1245 SQFT= 27.51%<45%

FIRE SEPARATION 30' OR GREATER
NO LIMIT OPENING PER TABLE 705.8

TOTAL WALL=103.5 X 14.5=1501 SQFT
TOTAL OPENING 12.5X13.5+13.5X31.25+ 30.5X13.5+6.5X7.25X 2=1,098 SQFT/1,501 SQFT= 73.15%>25%

FIRE SEPARATION 5 TO LESS THAN 10'
25% OPENING PER TABLE 705.8

FIRE SEPARATION 10 TO LESS THAN 15'
45% OPENING PER TABLE 705.8

TOTAL WALL=114.25 X 14.5=1656.6 SQFT
TOTAL OPENING 83.75X13.5=1,130.6 SQFT/1656.6= 68.25%>45%

FIRE SEPARATION 30' OR GREATER
NO LIMIT OPENING PER TABLE 705.8

① East Elevation
1" = 10'-0"

② NORTH ELEVATION
1/8" = 1'-0"

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MALY ARCHITECTS INC.

REVISIONS NO.	DATE:
1	
2	
3	

SHEET TITLE: ELEVATIONS

ARCHITECT:
FARZIN MALY
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OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
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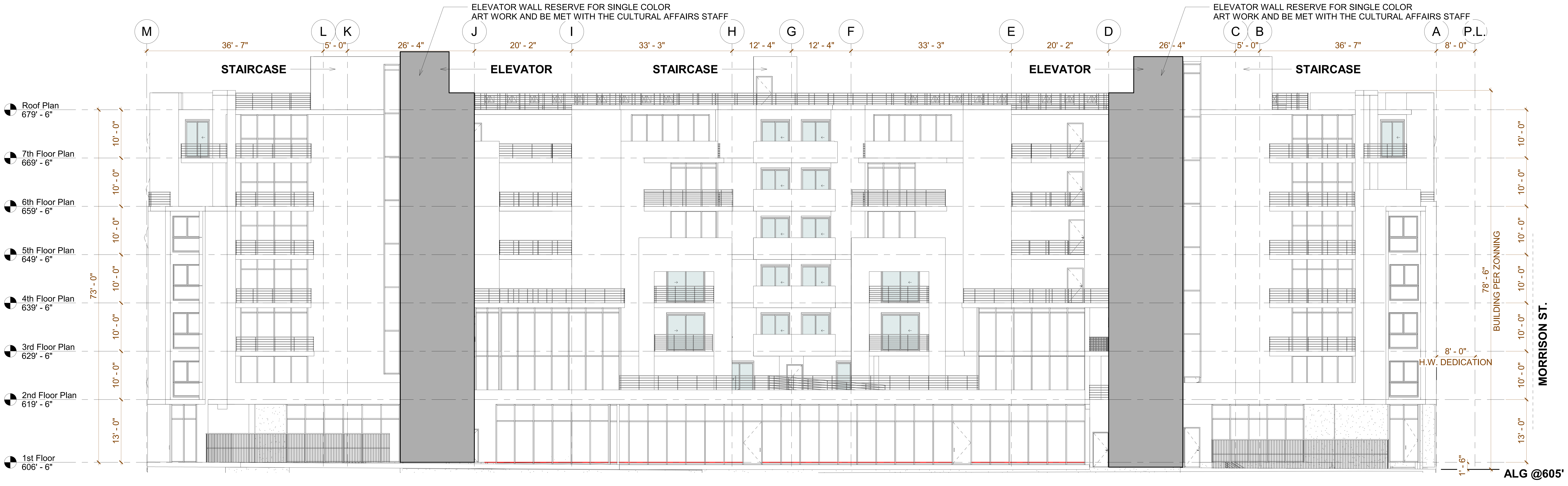
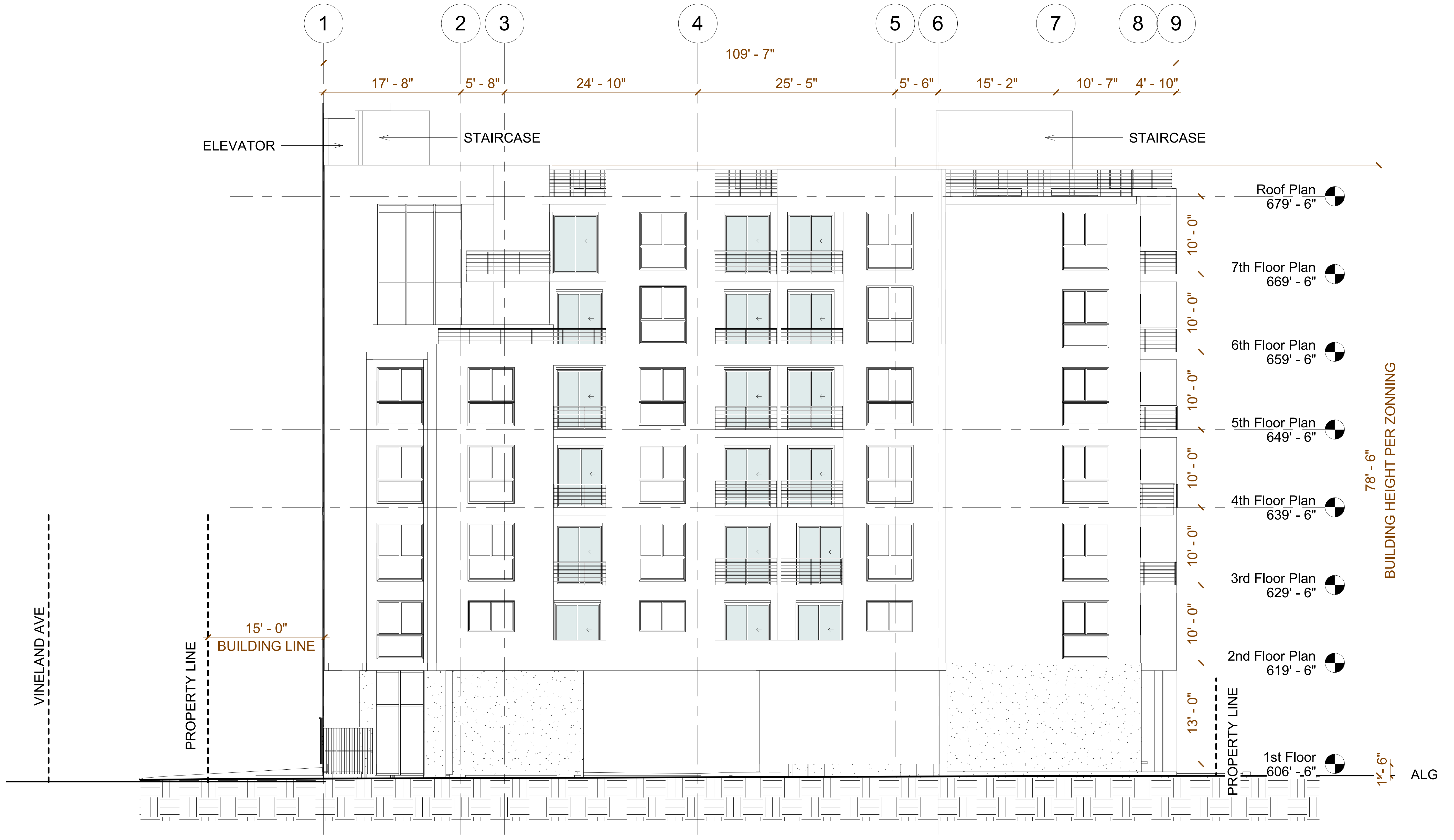
DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A4.01



② West Elevation
1" = 10'-0"



① SOUTH ELEVATION
1" = 10'-0"

MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
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OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: **ELEVATIONS**

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23

PROJECT NO:

DATE:
10/31/2023 1:06:08 PM

DRAWN BY:
Author

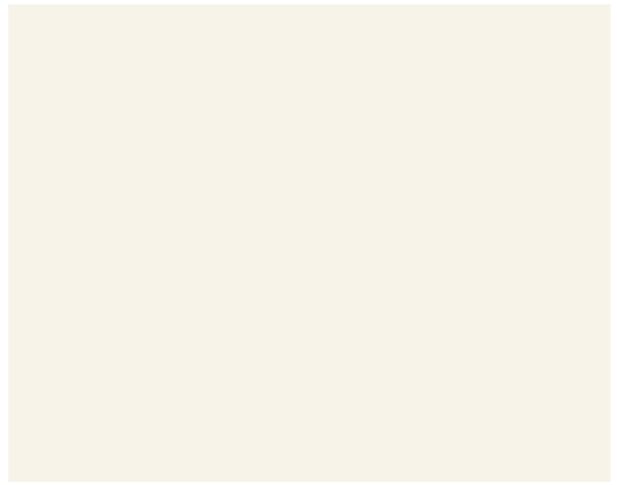
APROVED BY:
Approver

SHEET NO:

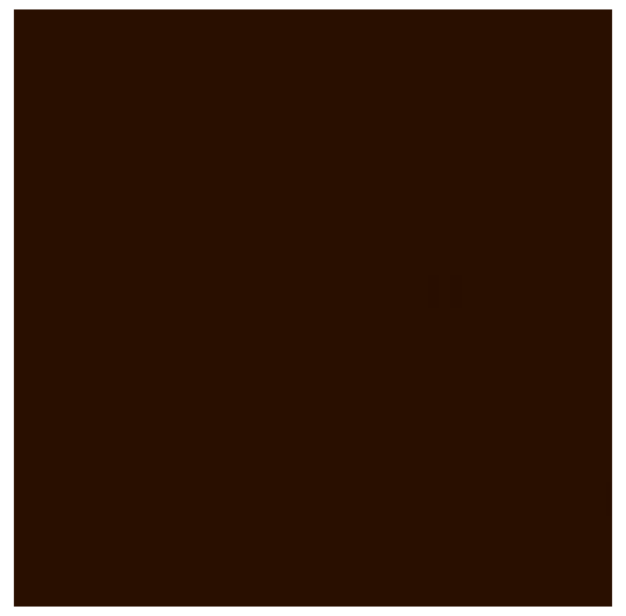
A4.02

1 **DARK BROWN WOOD SIDING**

2 **SMOOTH STUCCO:**
COLOR: EGG SHELL
X-73 (76)
BASE 100
MANUFACTURER BY:
LAHABRASTUCCO



3 **SMOOTH STUCCO:**
SW6048



4 **SMOOTH STUCCO:**
SW7675

5 **GLASS RAILING:**
High quality stainless steel either AISI 304 .
Finishes are 240 grain and bead blasted.
Railings are 1-1/2" and 2-1/2" stainless.
Model :CIRCUM™ Round Post Railing System.
Manufacturer by:HDI RAILING SYSTEMS

MALY ARCHITECTS INC.

REVISIONS		
NO.		DATE:
1		
2		
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SHEET TITLE: MATERIAL BOARD

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:

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A4.03

MALY ARCHITECTS INC.

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OWNER AND PROJECT ADDRESS:

NOHO PROPERTIES LLC.

5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

SHEET TITLE: 3D VIEWS

ARCHITECT:

FARZIN MALY

7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
`

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DRAWN BY:
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APROVED BY:
Approver

SHEET NO:

A4.04

① 3D View 1

② 3D View 2

MALY ARCHITECTS INC.

REVISIONS

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OWNER AND PROJECT ADDRESS:

NOHO PROPERTIES LLC.

5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

SHEET TITLE: 3D VIEWS

ARCHITECT:

FARZIN MALY

7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

PROJECT NO:

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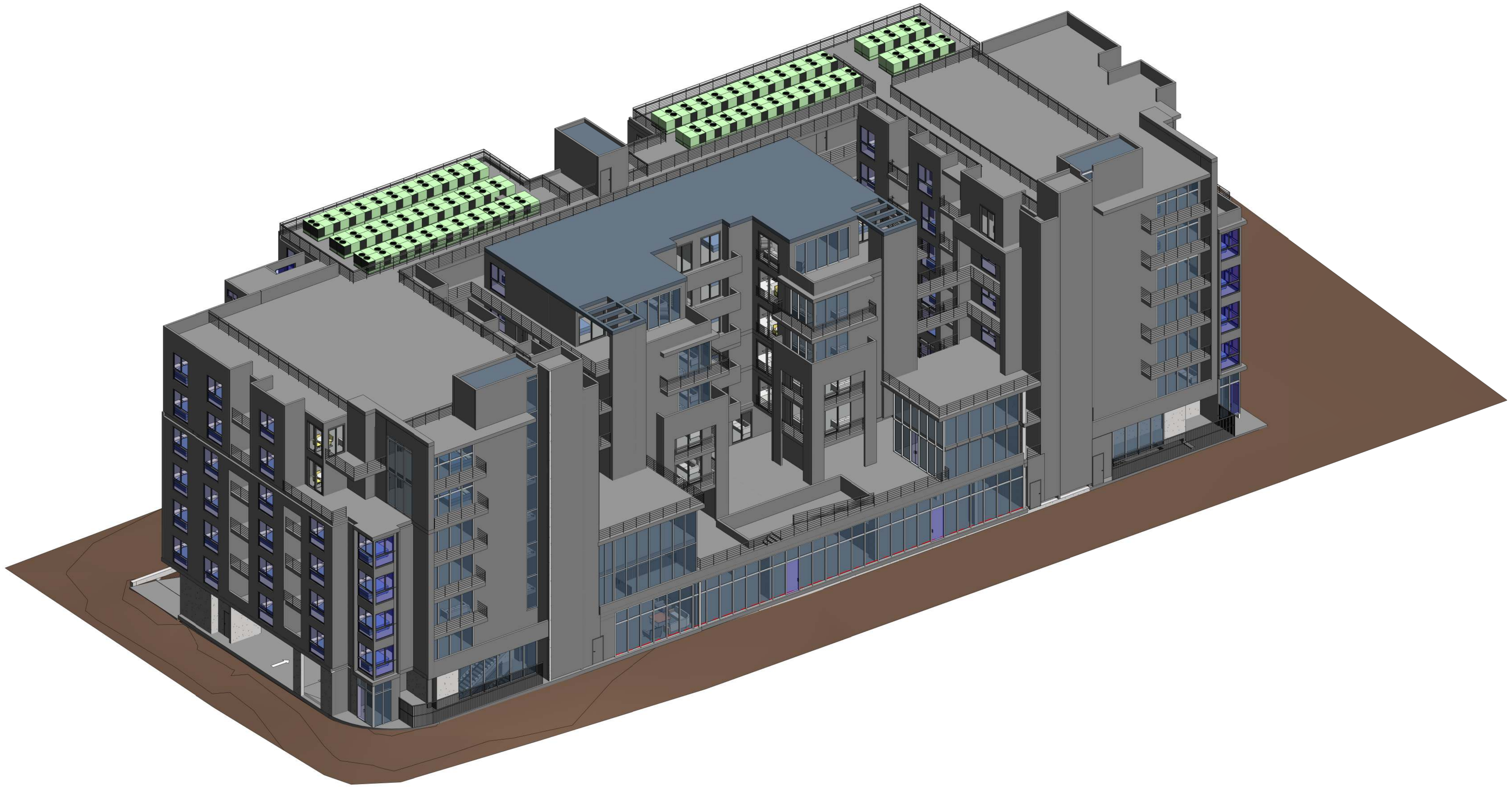
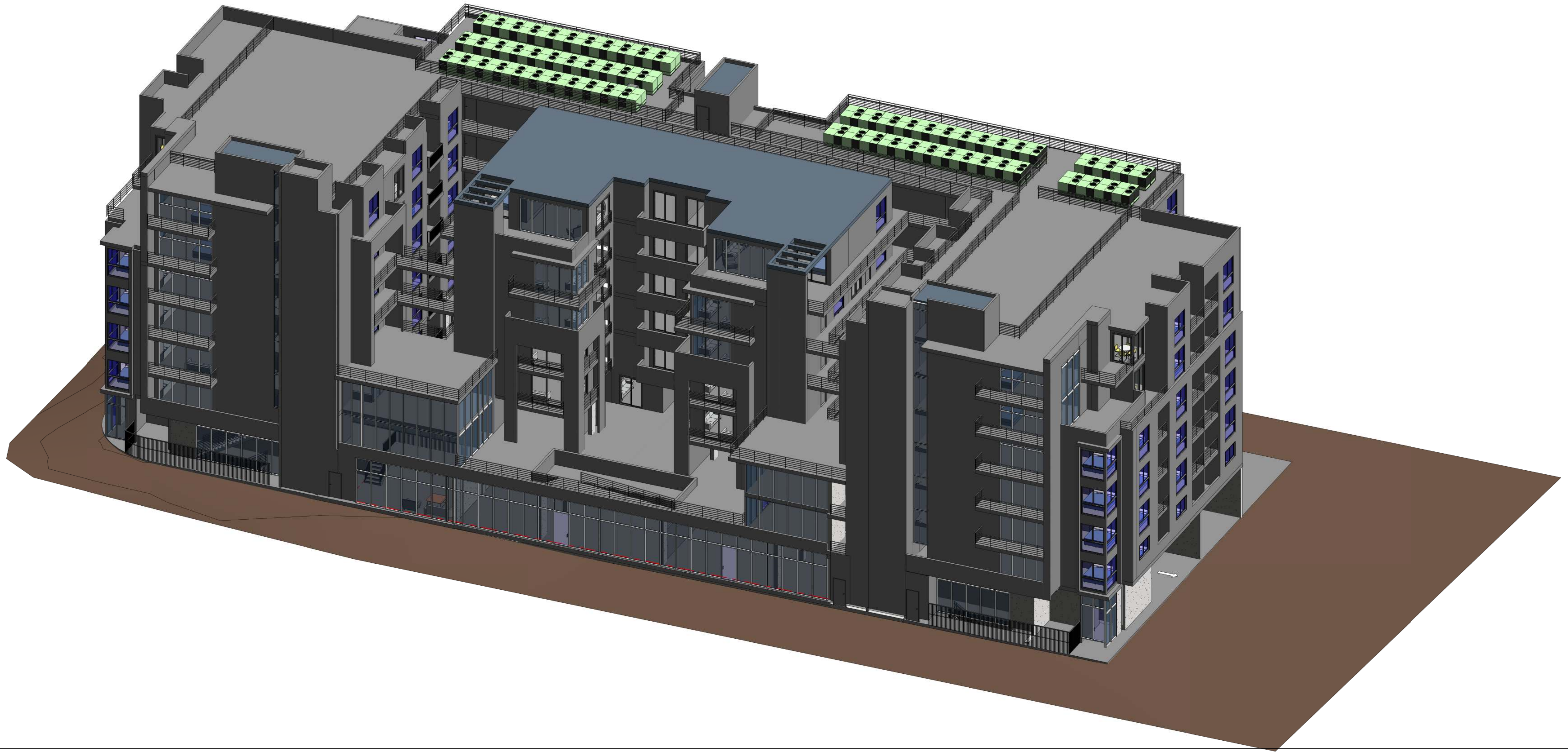
SHEET NO:

A4.05





MALY ARCHITECTS INC.

REVISIONS

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OWNER AND PROJECT ADDRESS:

NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: 3D VIEWS

ARCHITECT:

FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

NO. C-33731
05-31-23
RENEWAL DATE

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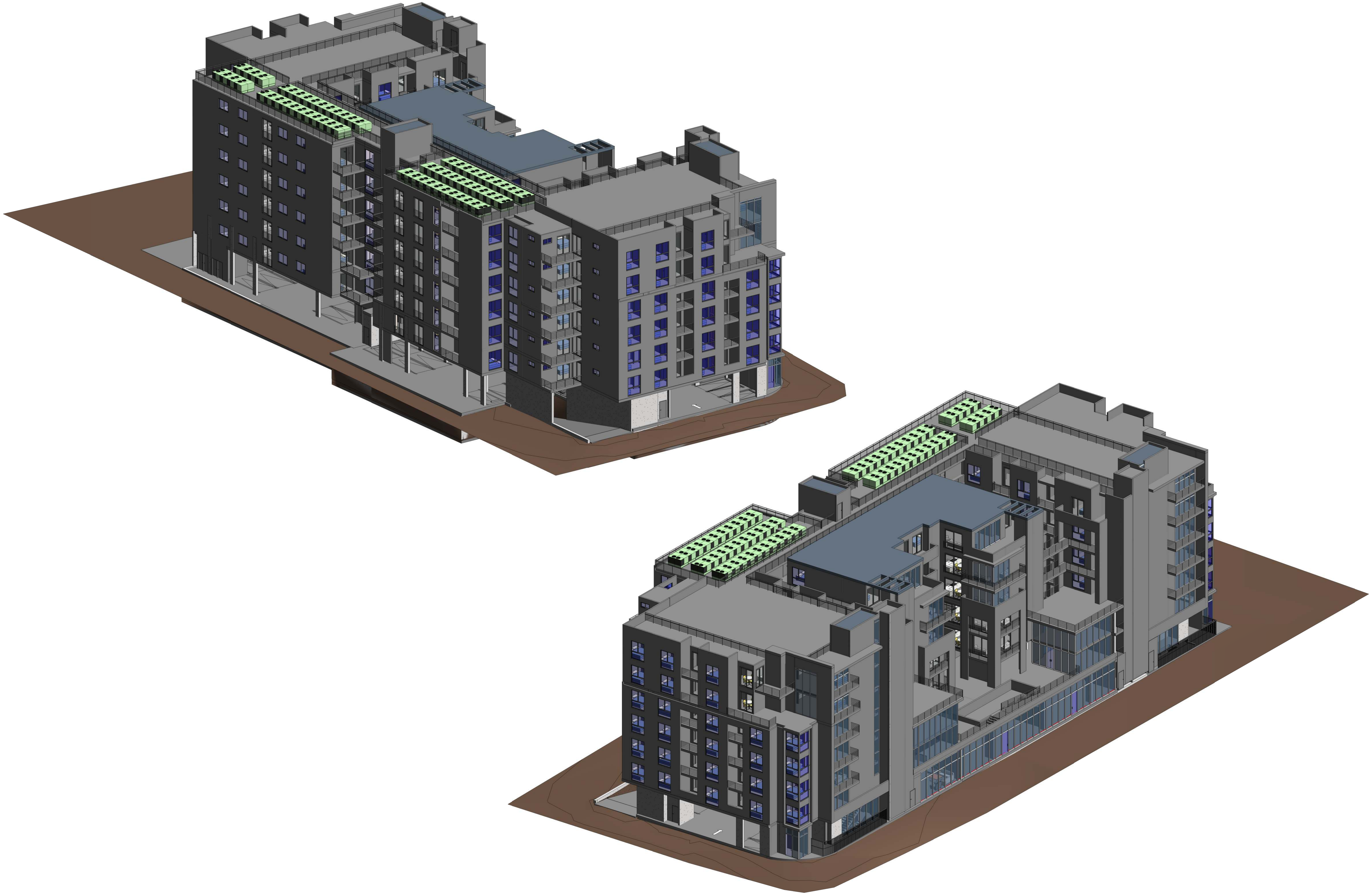
Approver

SHEET NO:

A4.06



MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
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OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

SHEET TITLE: 3D VIEW

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

NO. C-33731
05-31-23

PROJECT NO:

DATE:
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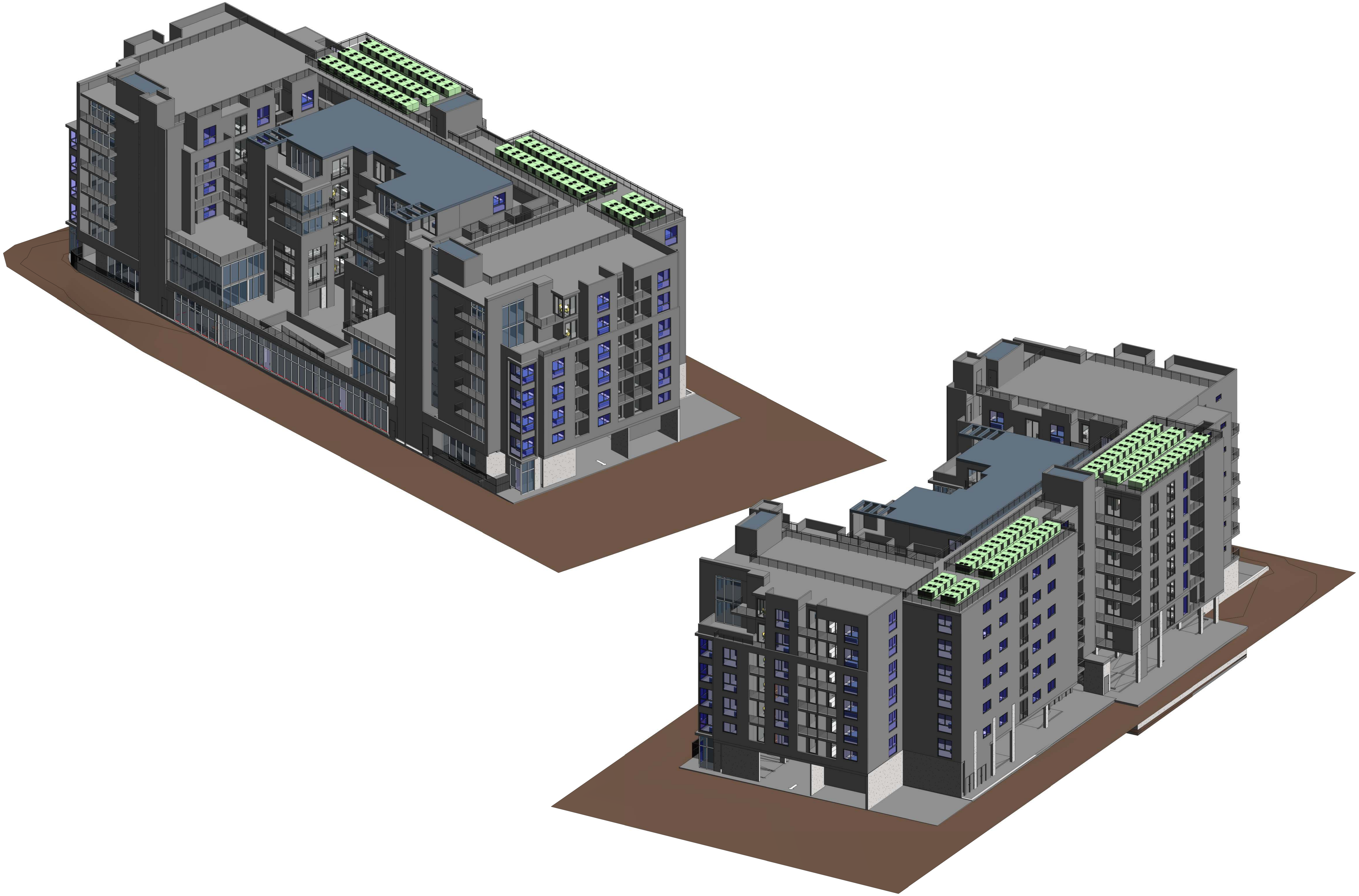
DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:
A4.07



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MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
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3	

SHEET TITLE: 3D VIEW

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

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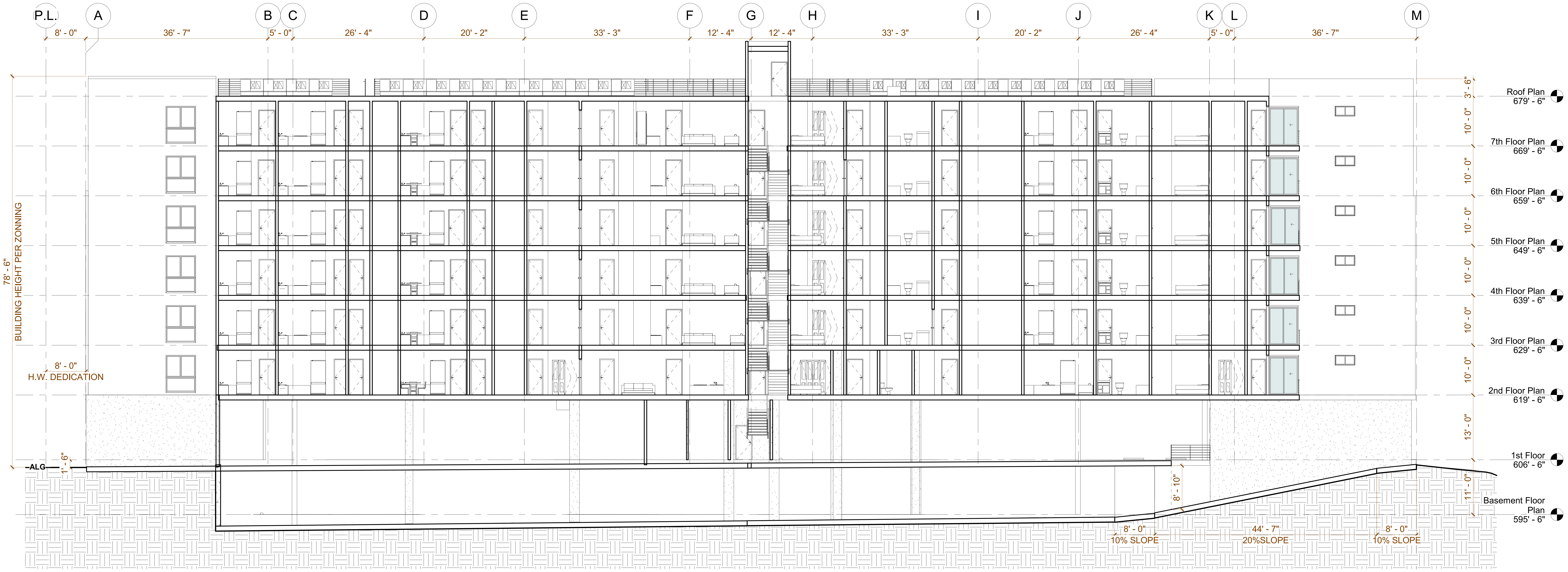
Approver

SHEET NO:

A4.08



2 Section 5
1" = 10'-0"

MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
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SHEET TITLE: SECTIONS

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161 Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE

PROJECT NO:
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Author

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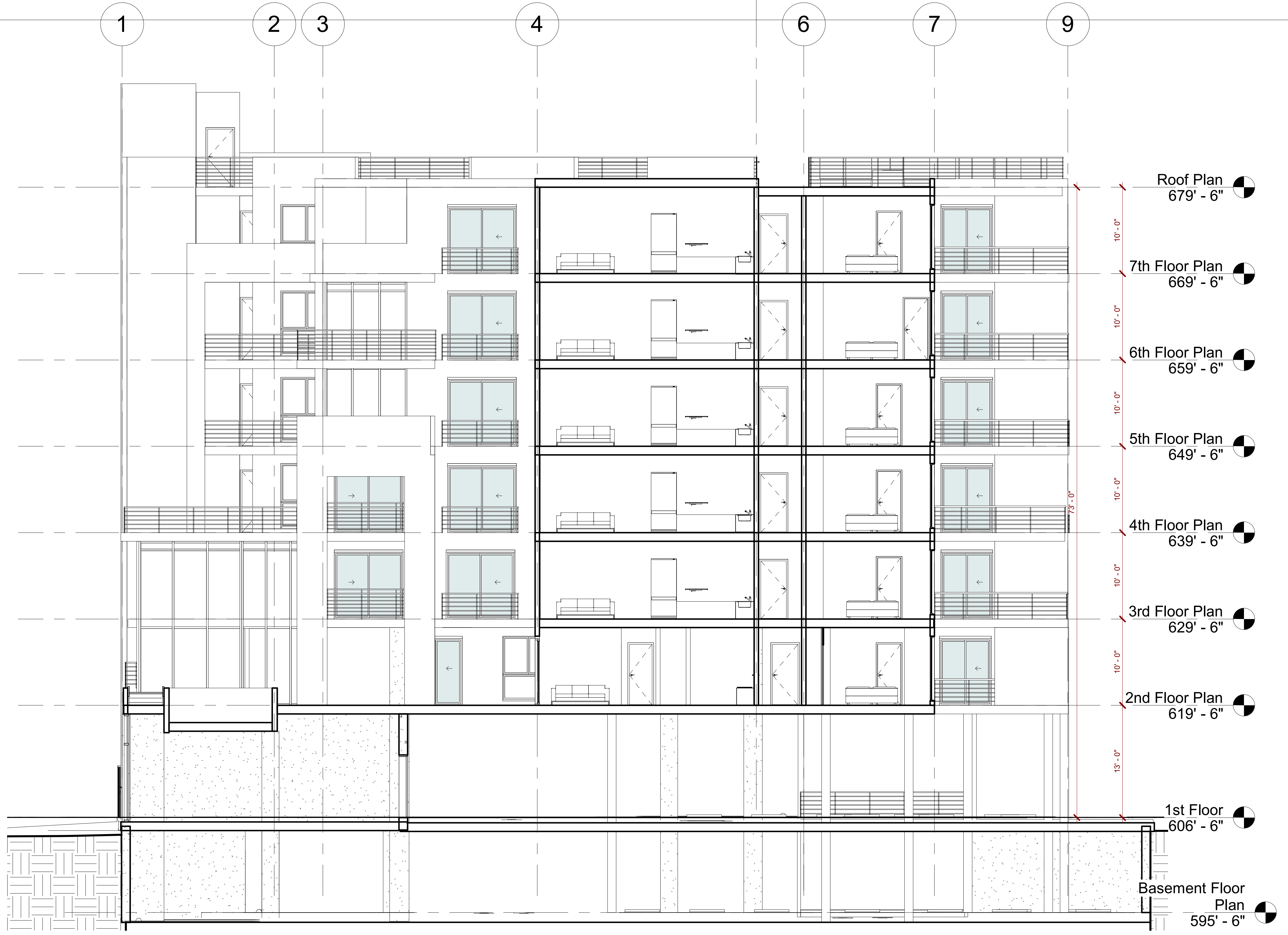
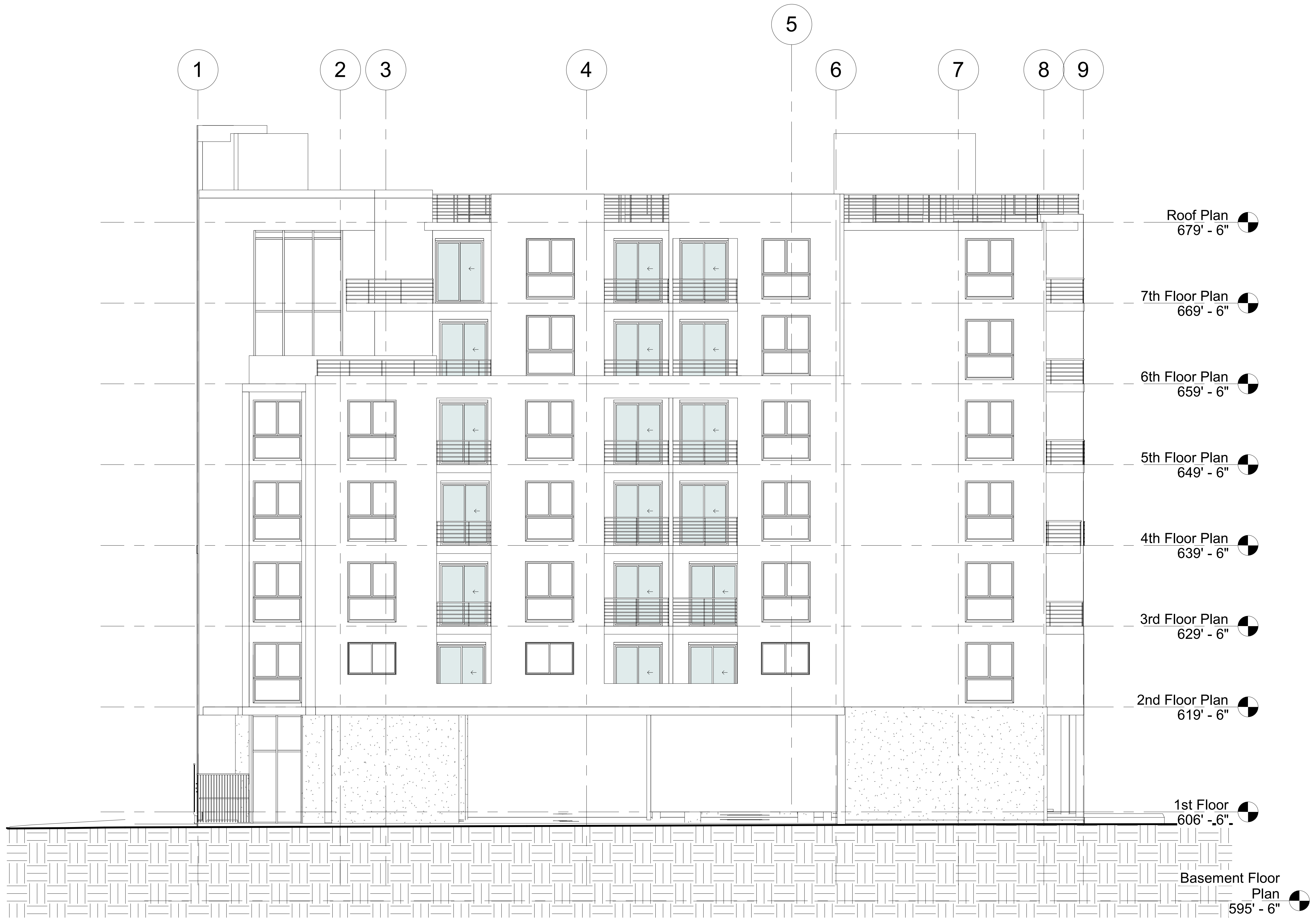
Approver

SHEET NO:

A5.01



1 Section 3
1" = 10'-0"



2 Section 7
1" = 10'-0"

MALY ARCHITECTS INC.

REVISIONS	NO.	DATE:
	1	
	2	
	3	

SHEET TITLE: SECTIONS

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
Van Nuys, CA 91406
Ph: 818 770 0161   Email: farzin.maly@gmail.com

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA
91601

NO. C-33731
05-31-23
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DATE:
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Approver

SHEET NO:
A5.02

Door Schedule

Type Number	Door Type	Quantity	Type	Width	Height	Thickness	Material	Fire Rating	Description
1	EXTERIOR GLASS DOOR	20		8' - 0"	8' - 0"				
2	Elevator	19		3' - 6"	8' - 0"	0' - 2"		90 Mins	S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
3		30		3' - 0"		0' - 2"			S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
4	Unit Entry	134		3' - 0"	7' - 0"	0' - 2"			
5	Bedroom and Bathroom	340		2' - 8"	7' - 0"	0' - 2"			
6	EXTERIOR GLASS DOOR	127		6' - 0"	8' - 0"			None-Rated	
7	CLOSET DOOR	98		5' - 0"	7' - 0"	0' - 2"		None-Rated	Closet Door
9		34							
10	GLASS DOOR	2		3' - 0"	7' - 0"	0' - 2"			
11	Trash Chute	28		2' - 0"	7' - 0"	0' - 2"		90 Mins	S Rated; Self Closing or Draft Stop Assembly, SPC Rating:26
12	Maintenace , utility and Trash Rooms	20		3' - 0"	7' - 0"	0' - 2"			Metal Door
17		2		5' - 0"	8' - 0"				

NOTE: ALL DOORS SHALL BE SEALED TOP AND BOTTOM, SELECTED BY OWNER, CONTRACTOR INSTALLED.

Window Schedule

Number	Type	Count	Model	Width	Height	Type Comments	Description
2	HABITABLE SPACE_6' W x 4' H	27		6' - 0"	4' - 0"		
4	HABITABLE SPACE_4' W x 2' H	18		4' - 0"	2' - 0"		
6	Fixed_8" W x 7-6' H	12		3' - 6"	7' - 6"		
7	6'-0""W x 5'-0"H 3	132	AP-C60 6200T ISOLOCK	6' - 0"	7' - 6"		Fixed Window over Awning Window

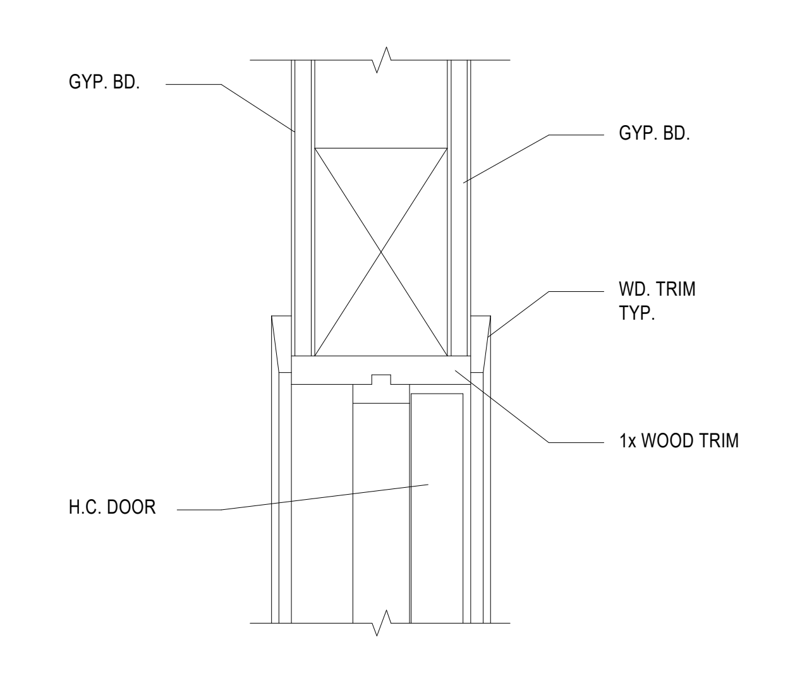
NOTE: ALL NEW WINDOWS SHALL BE DUAL GLAZED ALUM. FRAME WINDOWS U=0.87 MIN., SELECTED BY OWNER, CONTRACTOR INSTALLED.
WINDOWS SHALL MEET EGRESS REQUIREMENTS SECTION (CBC 310.4).

DOOR AND WINDOW NOTES

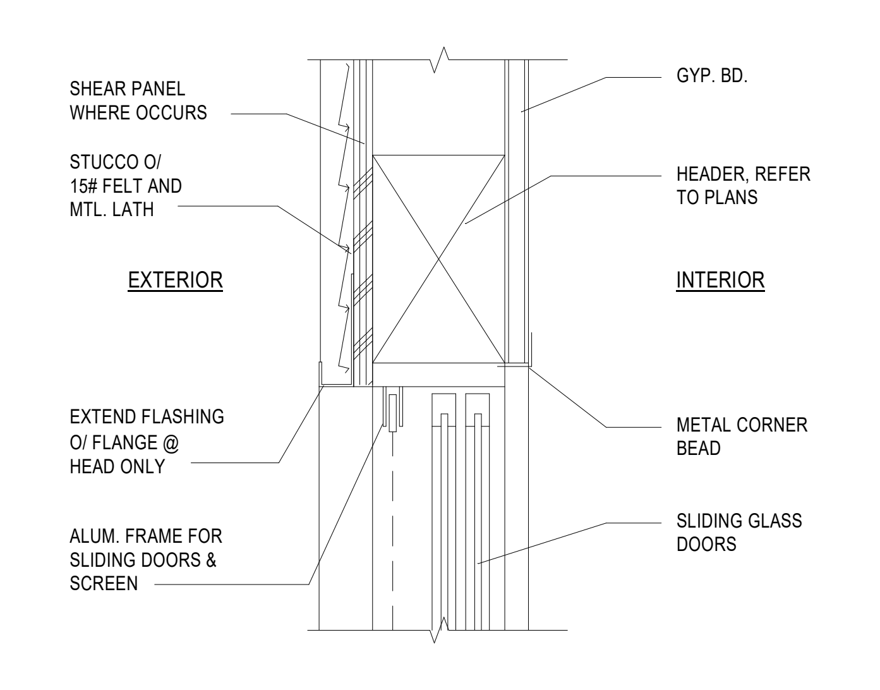
1. ALL GLASS WITHIN 18" OF THE FINISHED FLOOR SHALL BE FULLY TEMPERED.
2. ALL EGRESS OR RESCUE WINDOWS FROM SLEEPING ROOMS SHALL BE PROVIDED WITH A MINIMUM CLEAR OPENING OF 5.7 SQUARE FEET WITH THE MINIMUM NET WIDTH DIMENSION OF THE OPENING NOT LESS THAN 20'. WHERE WINDOWS ARE PROVIDED AS A MEANS OF EGRESS OR RESCUE. THEY SHALL HAVE A FINISHED SILL HEIGHT OF NOT MORE THAN 44" ABOVE THE ADJACENT FINISHED FLOOR.
3. ALL EXTERIOR DOORS AND WINDOWS SHALL COMPLY WITH THE BUILDING CODE SECURITY REQUIREMENTS AS ADOPTED BY THE LOCAL BUILDING DEPARTMENT AND SPECIFIED ELSEWHERE ON THIS SHEET.
4. FRENCH DOORS AND WINDOWS USED AS A MEANS TO PROVIDE MINIMUM VENTILATION REQUIREMENTS SHALL BE OPEN-ABLE AND SHALL BE PROVIDED WITH SCREENS UNLESS NOTED OTHERWISE ON THE PLANS AND SPECIFICATIONS. ALL SUCH DOORS AND WINDOWS SHALL BE EQUIPPED WITH A MECHANICAL HOLD OPEN DEVICE.
5. CONTRACTOR SHALL VERIFY EXACT ROUGH OPENING HEIGHT AND WIDTH OF ALL DOORS AND WINDOWS WITH DOOR AND WINDOW MANUFACTURER PRIOR TO START OF ROUGH FRAMING.
6. ROUGH FRAMING SUB-CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL FRAMING NAILERS AND FILLERS AS REQUIRED FOR THE PROPER INSTALLATION OF ALL DOORS AND WINDOWS.
7. UNLESS NOTED OTHERWISE, ALL PANEL TYPE DOORS SHALL BE SELECTED BY OWNER AND INSTALLED BY CONTRACTOR.
8. WINDOW UNITS SHALL BE FULLY ASSEMBLED PER MANUFACTURER SPECIFICATIONS AND SHALL BE HINGED AS INDICATED ON EXTERIOR ELEVATIONS AND/OR PLANS. WINDOW UNITS SHALL BE DELIVERED TO THE JOB SITE WITH ALL HARDWARE SUCH AS OPERATORS, CRANK, OPERATOR ARM, LOCK, ETC.
9. OWNER SHALL PROVIDE ALL NECESSARY HARDWARE NOT INCLUDED IN MANUFACTURED UNIT CONTRACTOR TO INSTALL ALL HARDWARE.
10. ALL DOOR HARDWARE SHALL BE PROVIDED BY OWNER AND INSTALLED BY CONTRACTOR.
11. ALL DOOR UNITS AND THEIR RESPECTIVE FRAMES SHALL BE PAINT GRADE.
12. ALL EXTERIOR SWING DOORS TO BE SUPPLIED WITH MILL FINISHED EXTRUDED BRONZE PEMKO THRESHOLDS 114 B OR 145 B/ WITH 24 GAG.1, SHEET METAL DRAIN PAN. THRESHOLDS TO BE POLISHED TO REMOVE MILL MARKINGS. PEMKO SPRING BRONZE WEATHER STRIPPING @ HEAD AND JAMBS.
13. CAULK ALL INTERIOR/ EXTERIOR PLASTER JOINTS.
14. ALL GLAZING ON DOORS AND WINDOWS TO BE DBL GLAZE 'LOW E' INSULATED GLASS.
15. ALL EXTERIOR DOOR DETAILING TO MATCH WINDOW DET ON SHEET. ALL EXTERIOR DOORS TO HAVE 24 GA.G.1., SHEET METAL DRAIN PAN. PEMKO SPRING BRONZE WEATHERSTRIPPING @ HEAD & JAMBS.

SECURITY NOTES

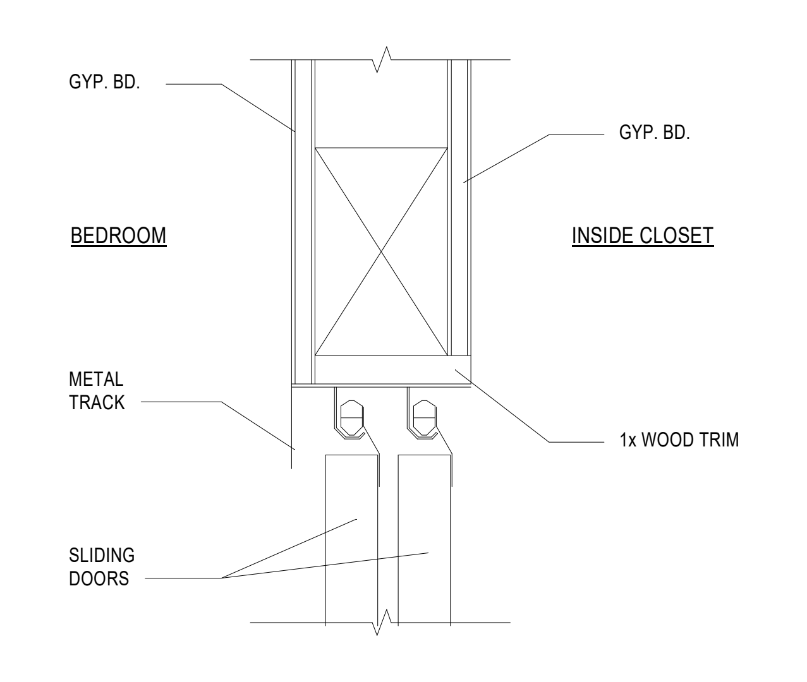
1. ALL EXTERIOR DOOR AND WINDOW OPENINGS ARE SECURITY OPENINGS, AND ALL NOTES SHALL APPLY.
2. WOOD FLUSH-TYPE DOORS SHALL BE 1 3/4" THICK MINIMUM AND SHALL BE OF SOLID CORE CONSTRUCTION.
3. HOLLOW CORE DOORS OR DOORS LESS THAN 1 3/4" IN THICKNESS SHALL BE COVERED ON THE INSIDE FACE WITH 16 GAUGE SHEET METAL ATTACHED WITH SCREWS AT 6" O/C AROUND THE PERIMETER, OR EQUIVALENT.
4. GLAZED OPENINGS WITHIN 40" OF THE DOOR LOCK, WHEN THE DOOR IS IN THE CLOSED POSITION. SHALL BE FULLY TEMPERED GLASS OR APPROVED BURGLARY RESISTANT MATERIAL, OR SHALL BE PROTECTED BY METAL BARS, SCREENS OR GRILLES HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO VIEW PORTS OR WINDOWS, WHICH DO NOT EXCEED 2" IN THEIR GREATEST DIMENSION.
5. GLASS DOORS SHALL HAVE FULLY TEMPERED GLASS COMPLYING WITH SECTION 91.1711 (D) OF THE LOS ANGELES CITY BUILDING CODE.
6. DOORSTOPS OF IN-SWINGING DOORS SHALL BE OF ONE-PIECE CONSTRUCTION WITH THE JAMB, OR JOINED BY RABBET TO THE JAMB.
7. THE STRIKE PLATE FOR LATCHES AND THE HOLDING DEVICE FOR PROJECTION DEAD BOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALL FRAMING WITH SCREWS NOT LESS THAN 2 1/1" IN LENGTH.
8. ALL PIN-TYPE HINGES WHICH ARE ACCESSIBLE FROM OUTSIDE THE SECURED AREA WHEN THE DOOR IS CLOSED SHALL HAVE NON-REMOVABLE HINGE PINS. IN ADDITION THEY SHALL HAVE MINIMUM ¼" DIAMETER STEEL JAMB STUD WITH ¼" MINIMUM PROJECTION UNLESS THE HINGES ARE SHAPED TO PREVENT REMOVAL OF THE DOOR IF THE HINGE PINS ARE REMOVED.
9. DEAD BOLTS SHALL HAVE HARDENED INSERTS; PROVIDE DEADLOCKING LATCH KEY OPERATED LOCKS ON THE EXTERIOR; LOCKS SHALL BE OPENABLE WITH OUR KEY, SPECIAL KNOWLEDGE OR SPECIAL EFFORT FROM THE INTERIOR.
10. STRAIGHT DEAD BOLTS SHALL HAVE A MINIMUM THROW OF 1" AND AN EMBEDMENT OF NOT LESS THAN 5/8".
11. A HOOK SHAPED OR AN EXPANDING-LUG DEAD BOLT SHALL HAVE A MINIMUM THROW OF ¾".
12. CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDERS LOCKS WHENEVER THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIPPING TOOLS.
13. SLIDING GLASS DOORS AND WINDOWS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SECTIONS 91.6731 AND 91.6732.
14. SLIDING GLASS DOORS AND WINDOWS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION.
15. SCREENS, BARRICADES, OR FENCES MADE OF MATERIAL WHICH PRECLUDES HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF, BALCONY, OR SIMILAR SURFACE WHICH IS WITHIN 8' OF A UTILITY POLE OR SIMILAR STRUCTURE.
16. PROVIDE SAFETY GLAZING IN THE FOLLOWING LOCATIONS PER SECTION 2406.4 UBC 1994 EDITION: SLIDING OR SWINGING DOORS TUB AND/OR SHOWER ENCLOSURES AND GLAZING IN WALLS LESS THAN 60" ABOVE THE STANDING SURFACE OF TUBS OR SHOWERS. GLAZING WITHIN A 24" ARC OF A DOOR.



INT. DOOR JAMB - HEAD SIM. 2



DOOR HEAD - JAMB SIM. 1



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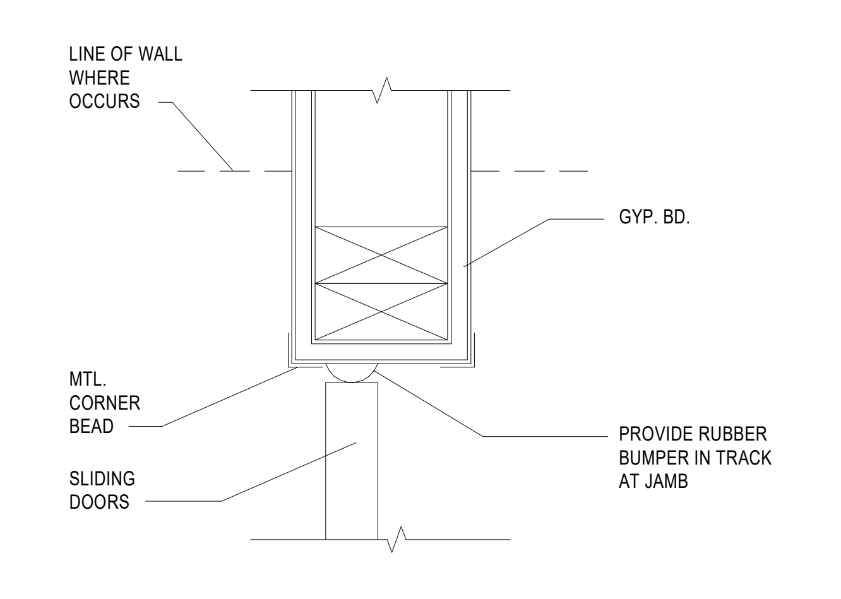

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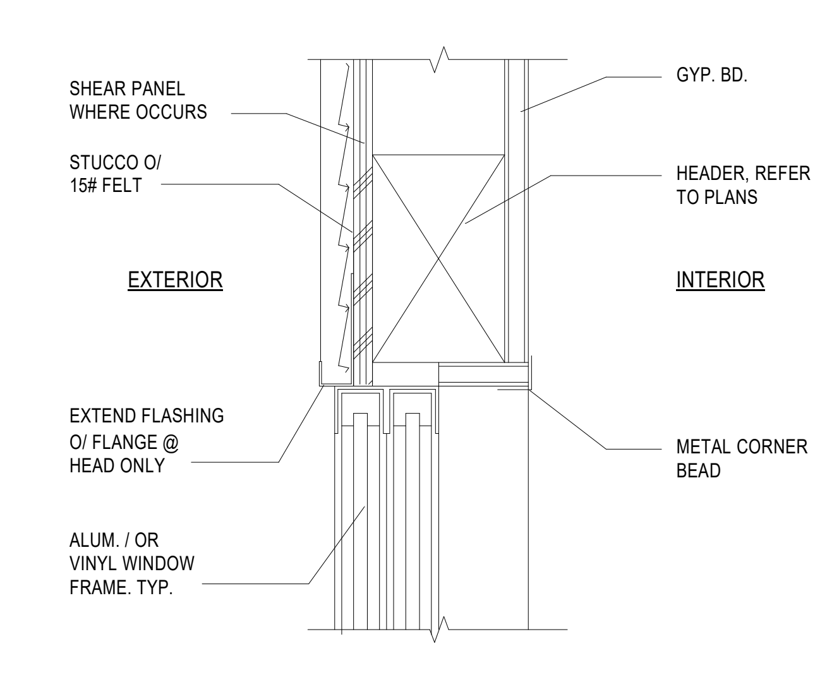

TYP. WINDOW HEAD - JAMB SIM. 3

MALY ARCHITECTS INC.

REVISIONS

NO.	DATE:
1	
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SHEET TITLE: DOORS AND WINDOWS SCHEDULE

OWNER AND PROJECT ADDRESS:
NOHO PROPERTIES LLC.
5000 VINELAND AVE NORTH HOLLYWOOD CA 91601

ARCHITECT:
FARZIN MALY
7136 Haskell Ave., #320
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Ph: 818 770 0161 Email: farzin.maly@gmail.com

LICENSED ARCHITECT
FARZIN MALY
NO. C-33731
05-31-23
RENEWAL DATE
STATE OF CALIFORNIA

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DRAWN BY:
Author

APROVED BY:
Approver

SHEET NO:

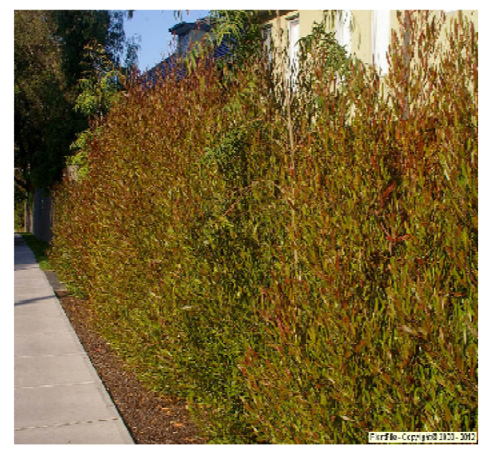
A6.01


Prunus caroliniana
Carolina Cherry Laurel


Dracaena draco
Dragon Tree


Platanus racemosa
California Sycamore
24" Box (x2)
Native Tree


Quercus agrifolia
Coast Live Oak
24" Box (x4)
Mitigation Trees


Dodonaea viscosa 'Purpurea'
Purple-leafed Hop-bush


Clivia miniata
Kaffir Lily


Chondrapetalum tectorum
Small Cape Rush


Fucraea foetida
Green Aloe


Polystichum munitum
California Sword Fern


Tecoma stans
Yellow Bells


Melaleuca nesophila
Pink Melaleuca


Aloe dawei 'Yellow'
Yellow Dawe's Aloe

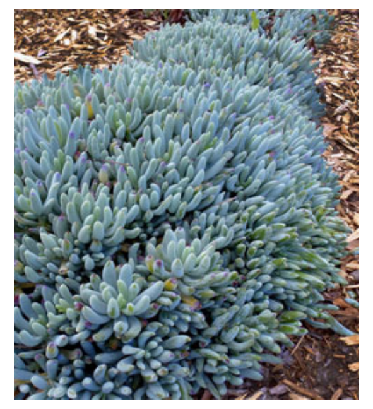

Philodendron selloum
Cut-Leaf Philodendron


Liriope gigantea
Giant Lily Turf


Muhlenbergia rigens
Deer Grass


Acacia cognata 'Cousin Itt'
Little River Wattle


Agave attenuata Ray of Light
Ray of Light Fox Tail Agave


Senecio serpens
Blue Chalksticks


Pachysandra terminalis 'Green Sheen'
Green Sheen Japanese Spurge


Myoporum parvifolium 'Pink'
Pink Australian Racer

PLANTER LEGEND

	Mfg.	Model	No.	Dim.
☐	Chandler Company	Coronado	COS6042	60"L x W, 42"H
☐			CO603630	60"L x 36"W x 30"H
☐			COS4836	48"L x W, 36"H

OAK ROOT LEGEND

ROOT SPREAD AT TIME OF PLANTING: 24" WIDE x 20" DEEP
ROOT SPREAD AS TREE MATURES: 4-7 TIMES WIDTH OF CROWN 18-24" DEEP

NOTE:
Mitigation Oaks shall be planted in a 10' wide, at grade planting area located outside of the foundation of the building.
The trees shall be planted at an average distance of 25' apart and at a minimum distance of 5' feet from any paving or the building.
No portion of the proposed structure shall be located directly beneath where the trees.

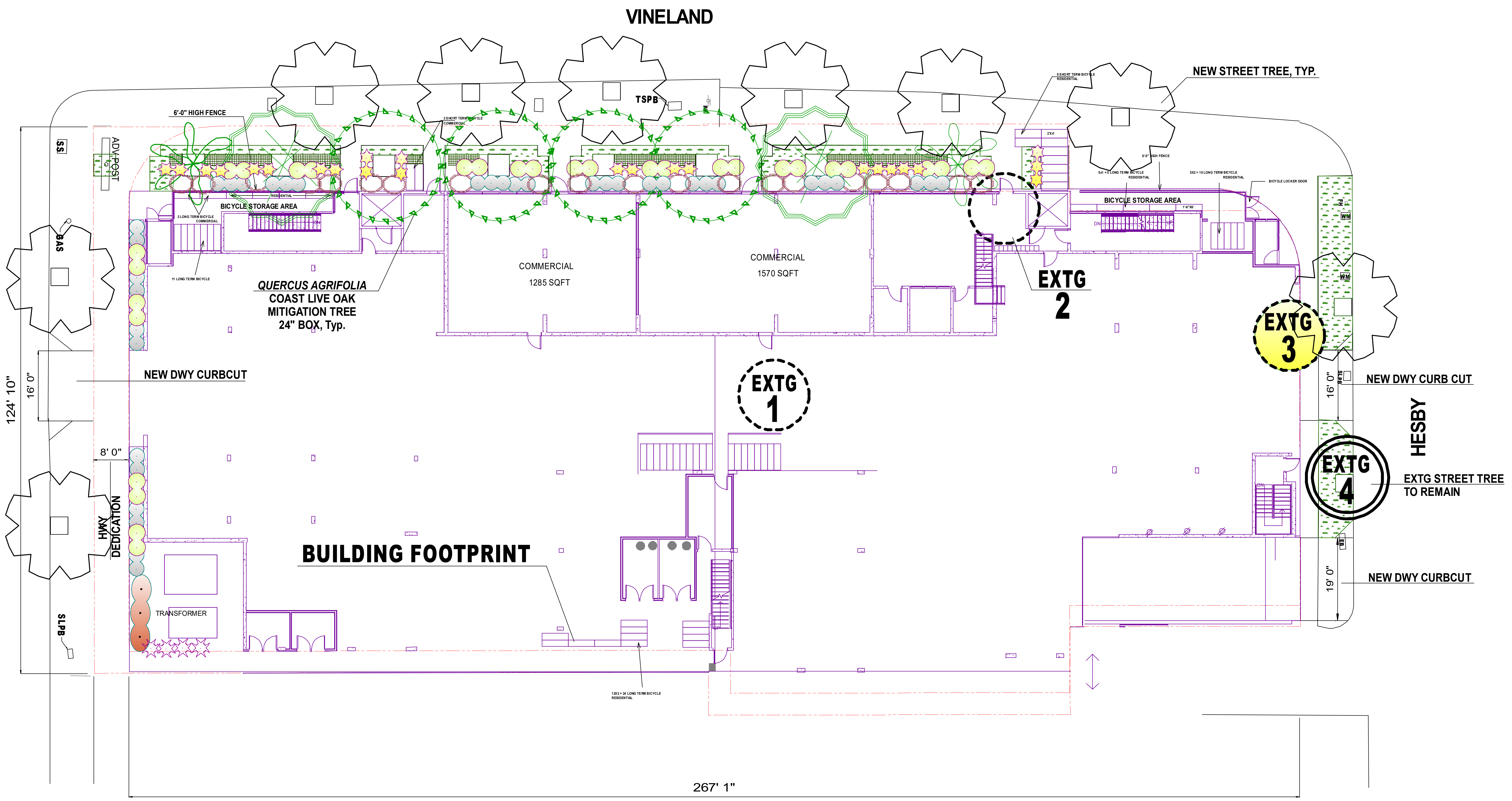
LANDSCAPE TABULATIONS		
COMMON OPEN SPACE PROVIDED		
2nd Floor Pool Deck	2,098	SF
2nd Floor Covered (825 + 680)	1,505	SF
2nd Floor Open to Sky (675 + 658)	1,333	SF
4th Floor Open to Sky (730 + 730)	1,460	SF
Roof Deck (2930 + 1765)	4,695	SF
TOTAL:	11,091	SF
LANDSCAPE AREA REQUIRED:	2,773	SF
(11091 x 0.25)		
LANDSCAPE AREA PROVIDED		
2nd Floor Pool Deck	539	SF
2nd Floor Covered (215 + 180)	395	SF
2nd Floor Open to Sky (177 + 178)	355	SF
4th Floor Open to Sky (186 + 188)	374	SF
Roof Deck (758 + 445)	1,203	SF
TOTAL:	2,866	SF
(2866 > 2773)		
LANDSCAPE TO OPEN SPACE RATIO		
(2866 / 11091 = 0.258)	25.8	%

REQUIRED AND PROVIDED TREES TABLE			
			QTY
EXTG TREES ON SITE			2
EXTG PROTECTED TREES ON SITE			1
EXTG PARKWAY TREES			1
TREES	NUMBER	RATIO	REQ.
EXISTING TO BE REMOVED	2	1 to 1	2
EXISTING PROTECTED TREES TO BE REMOVED	1	4 to 1	4
EXISTING PARKWAY TREES TO BE REMOVED	0	2 to 1	0
TOTAL ON SITE TREES TO BE REPLACED			6
TREES PER UNIT	136	1 TREE/4 UNITS	34
MIN. NO. TREES REQ. (34 > 8)			34
TREES PROVIDED			
LOCATION	SHEET	SIZE	QTY
PLANTING AREAS	L1	24" BOX	32
PARKWAY	L1	24" BOX	9
PARKWAY (EXTG)	L1	24" BOX	1
TOTAL TREES		24" BOX	42

SUMMARY OF EXISTING TREES			
Tree	Botanical Name	Common Name	Replace
1	Ficus benjamina	Weeping Fig	Yes
2	Washingtonia robusta	Mexican Fan Palm	Yes
3	Quercus agrifolia**	Coast Live Oak	Yes
4	Lagerstoemia indica*	Crape Myrtle	No
* Street Tree, ** Protected Tree			

EXTG 1 Extg. tree to be removed

EXTG 4 Extg. tree to remain



1ST FLR PLAN

COMMON OPEN SPACE
640 SQ FT
PLANTING AREA REQUIRED
(640 x .25) 160 SQ FT
PLANTING AREA PROVIDED
177 SQ FT

COMMON OPEN SPACE
(COVERED) 865 SQ FT
PLANTING AREA REQUIRED
(825 x .25) 217 SQ FT
PLANTING AREA PROVIDED
230 SQ FT

COMMON OPEN SPACE
2052 SQ FT
PLANTING AREA REQUIRED
(2052 x .25) 513 SQ FT
PLANTING AREA PROVIDED
515 SQ FT

COMMON OPEN SPACE
(COVERED) 800 SQ FT
PLANTING AREA REQUIRED
(800 x .25) 200 SQ FT
PLANTING AREA PROVIDED
180 SQ FT

COMMON OPEN SPACE
640 SQ FT
PLANTING AREA REQUIRED
(640 x .25) 160 SQ FT
PLANTING AREA PROVIDED
178 SQ FT

2ND FLR PLAN

LEGAL DESCRIPTION:
APN: 2419-004-001, 023 and 024
PIN: 129B185 1026
TRACT: LANKERSHIM LAND AND WATER CO.
AND TR 7274
BLOCK: None, LOTS: FR169, 16, 17 AND FR186
MAP REF: MR 31-39/44 AND M B 90-40

0' 5' 10' 20' 30' 40'

Paul E. Gagne, 6223
08/31/2023
Renewal Date

Harmony Gardens, Inc.
Paul E. Gagne, RLA #6223
6620 Murietta Avenue
Van Nuys, CA 91405
(818) 505-9783
Paul@Harmonygardens.net

REVISION LOG:
06/14/2021
03/16/2022
07/15/2022
08/18/2022
09/06/2022

SUBMITTAL:	
NO:	DATE:

PROJECT ADDRESS:
Vineland 00
5000 Vineland Avenue
North Hollywood, CA 91601

OWNER ADDRESS:
NoHo Properties LLC
5000 Vineland Avenue
North Hollywood, CA 91601
(818) 376-0386
Email: PC@ALPAINC.com

PRELIMINARY
LANDSCAPE
PLAN
1ST AND 2ND FLR

Date:
07/18/2022

Scale:
1/16" = 1'

Drawn By: PG

Sheet No.
L1
1 of 2

Aloe dawei 'Yellow'
Yellow Dawe's Aloe

Agave attenuata Ray of Light
Ray of Light Fox Tail Agave

Muhlenbergia rigens
Deer Grass

Senecio serpens
Blue Chalksticks

Myoporum parvifolium 'Pink'
Pink Australian Racer

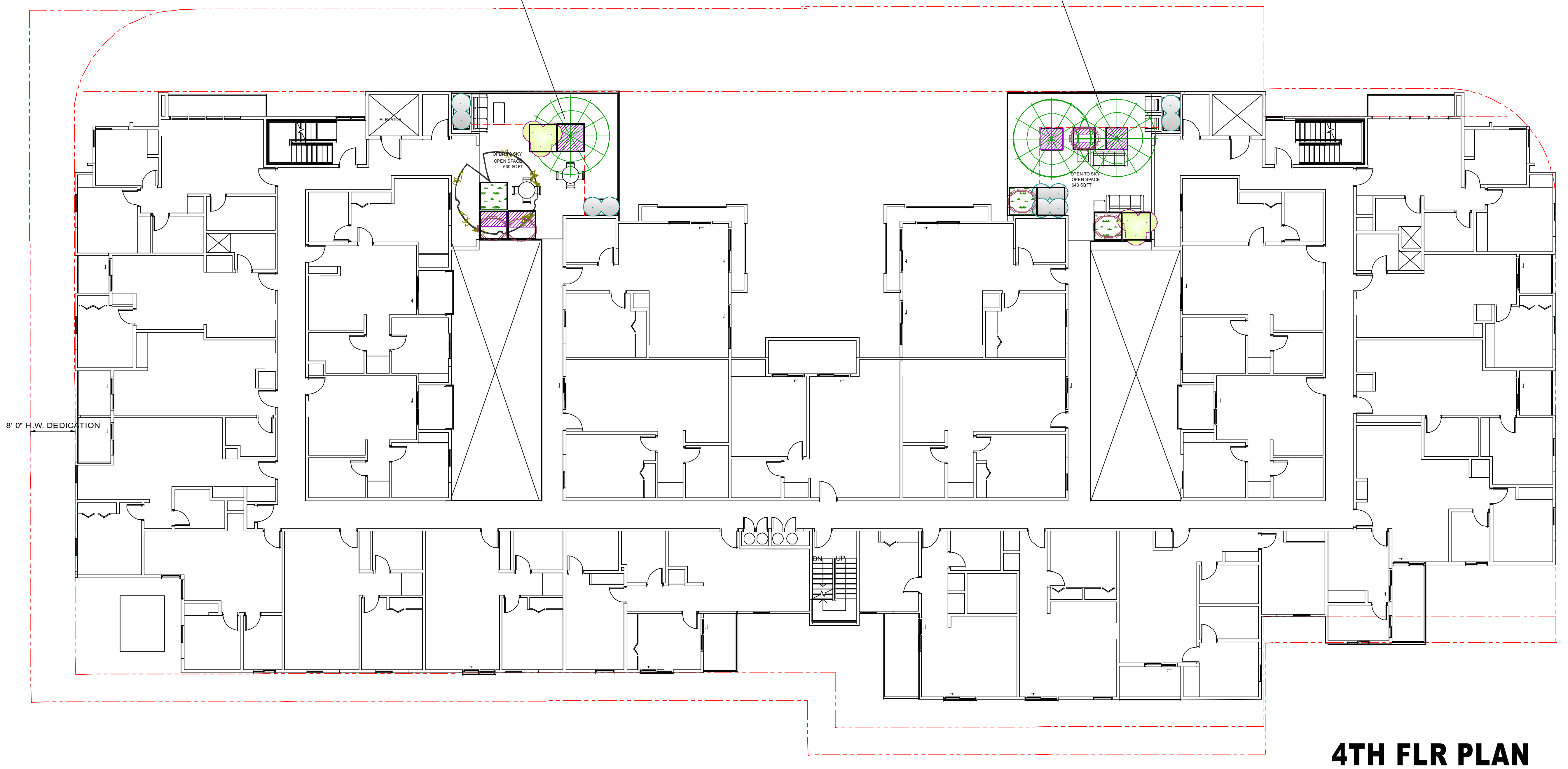
Chondrapetalum tectorum
Small Cape Rush

Tecoma stans
Yellow Bells

Melaleuca nesophila
Pink Melaleuca

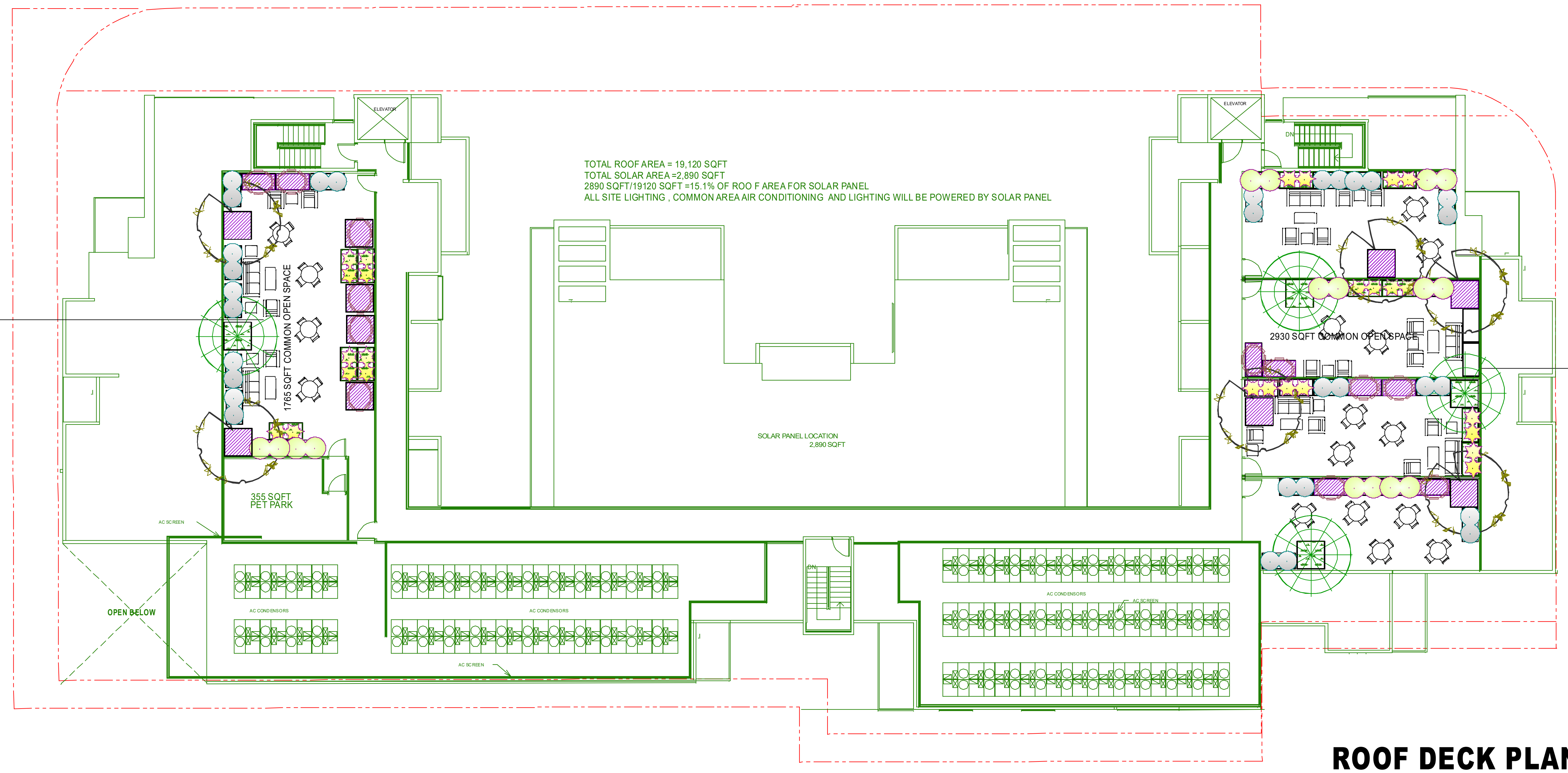
COMMON OPEN SPACE
630 SQ FT
PLANTING AREA REQUIRED
(630 x .25) 158 SQ FT
PLANTING AREA PROVIDED
161 SQ FT

COMMON OPEN SPACE
643 SQ FT
PLANTING AREA REQUIRED
(643 x .25) 161 SQ FT
PLANTING AREA PROVIDED
166 SQ FT



4TH FLR PLAN

COMMON OPEN SPACE
1765 SQ FT
PLANTING AREA REQUIRED
(1765 x .25) 441 SQ FT
PLANTING AREA PROVIDED
445 SQ FT



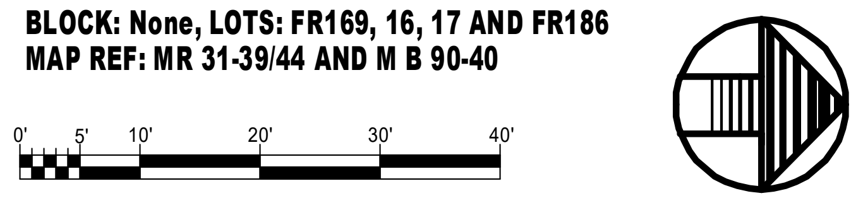
COMMON OPEN SPACE
2930 SQ FT
PLANTING AREA REQUIRED
(2930 x .25) 703 SQ FT
PLANTING AREA PROVIDED
758 SQ FT

ROOF DECK PLAN

PLANTER LEGEND

	Mfg.	Model	No.	Dim.
☐	Chandler Company	Coronado	COS6042	60"L x W, 42"H
▭			CO723630	72"L x 36"W x 30"H

LEGAL DESCRIPTION:
APN: 2419-004-001, 023 and 024
PIN: 129B185 1026
TRACT: LANKERSHIM LAND AND WATER CO.
AND TR 7274
BLOCK: None, LOTS: FR169, 16, 17 AND FR186
MAP REF: MR 31-39/44 AND M B 90-40



Paul E. Gagne, 6223
08/31/2023

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09/06/2022

SUBMITTAL:

NO:	DATE:

PROJECT ADDRESS:
Vineland 00
5000 Vineland Avenue
North Hollywood, CA 91601

OWNER ADDRESS:
NoHo Properties LLC
5000 Vineland Avenue
North Hollywood, CA 91601
(818) 376-0386
Email: PC@ALPAINC.com

PRELIMINARY LANDSCAPE PLAN 4TH FLR & ROOF DECK

Date: 08/15/2022
Scale: 1/16" = 1'

Drawn By: PG

Sheet No.
L2
2 of 2